

With the Authors
Compliments
W Lees

Cobb & Co. Ltd.

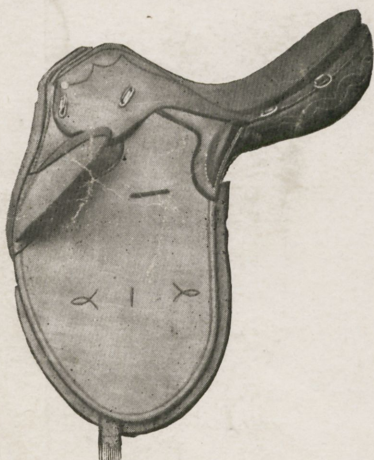


A Retrospect of Coaching
in Australia.

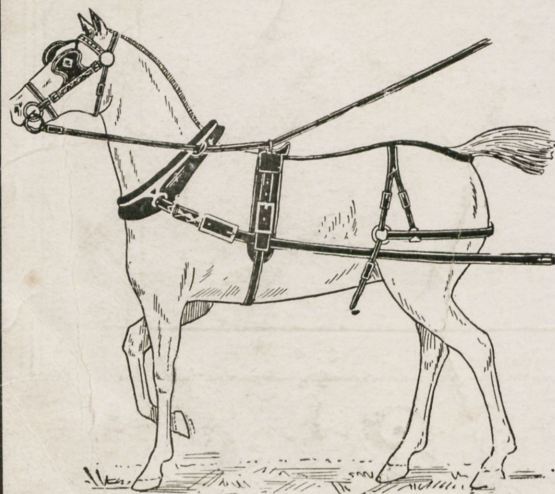
We Chat With The man on the land



No. 155.



No. 80.



No. 115.

YOU, Sir! are a man on the Land. Whether you be squatting, Grazing, or Tilling—we can interest you if you will give us three minutes.

Let's begin with Saddles. In what way can ours differ from the common ruck:—

FIRSTLY—We tan our own leather so you don't get loaded leather.

SECONDLY—We employ the best men in the trade, men who have lived in the West, and know what Stock Saddles should be.

THIRDLY—We build on Keyhead Trees. Keyheads are Half a Ton stronger in the gullet than any other Tree.

This isn't a boast, it's Lloyd's official test. You ought to write for that little Booklet "How KEYHEADS are made." It's sent free.

We stock about fifty different types of Saddles, and we've got the very type you want.

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We have told you we now tan our own Leather. We had to come to it, for it became most difficult to buy Leather that was not heavily loaded with Glucose.

Well, that was no good to us. It's no good to you, but you are getting it all the same.

Then we give you "EMU" Buggy Hames, a smarter and stronger Hame than you are using. We also give you Wood's Patent Breeching Dees—the Dee that can't pull out and never needs repair—and we give you that smart style and finish that makes your Harness stand out above all others.

Continued on inside back cover.

The STAR Australian made Cash Railways have been installed throughout for Messrs. FOY & GIBSON in preference to all opposition

The Star Cash Carrier systems, although far more up-to-date and ever so much more reliable, cost less to instal.

A full guarantee is given with every installation which may be leased, if desired, or bought right out for Cash or Terms.

Messrs. Foy and Gibson, the well-known Universal Providers, have taken out the opposition system and have installed the Star rapid wire cash railways for the simple reason that they are undoubtedly cheaper, more economical and in every way most suited to the exigencies of a modern store.

THE STAR STORE SERVICE COMPANY also undertake repairs to and supply replacements for existing systems.

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Cash Railway Experts and Engineers

26, ADELAIDE STREET, BRISBANE.

TELEPHONE 3509



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The
ACCB

LADIES DRAPERS

The Star Store Service Co.,
26 Adelaide Street,
BRISBANE.

Dear Sirs, Enclosed please find Cheque for £ in settlement of your A/c.

We feel that a thorough test has been given the Nickel Rapid Wire system installed by your Firm in our store, particularly when taking into consideration the long distance of several stations and the steep grade re same.

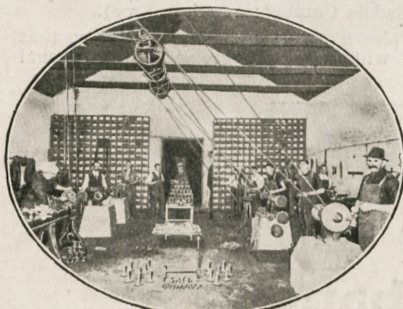
It gives us great pleasure to state that we are thoroughly pleased with your work, in every detail, in fact speaking from practical experience we find that one Cashier can handle more sales, or dockets, than one Cashier with the Cash Tube system which we were previously used to.

The writer congratulates you on your success in bringing this system to such a state of perfection, also the strict attention given at all times to small details.

Yours faithfully,

The
ACCB
PER *H. C. G. G. G.*

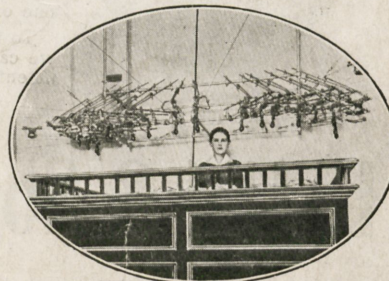
This is a facsimile of only ONE of the many testimonials of appreciative customers who have installed the Star Service. There is nothing we can say that could convey a better idea of the excellence and completeness of the systems. LET US QUOTE YOU. We should appreciate the opportunity and it places you under no obligation.



Portion of Factory, Roma St., Brisbane.

THE CASH CARRIERS OFFERED ARE

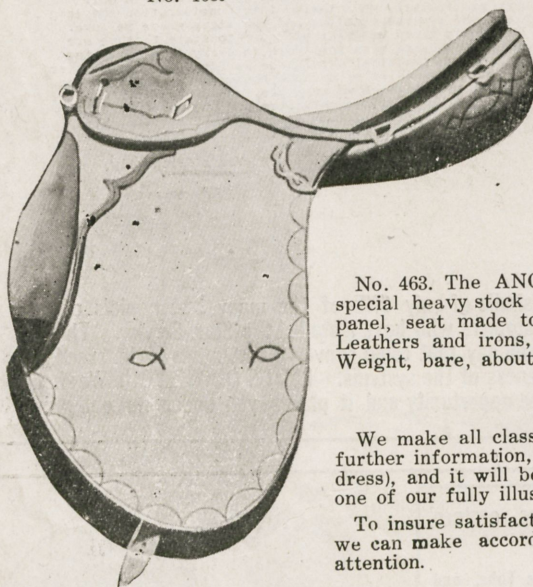
Ball, Wire, Pneumatic Tube, and special systems. In addition we also manufacture the Rolling Fixture STORE LADDER, an equipment that slides along the stock fixtures, runs sidewise as a staircase to the shelves on rubber tyred wheels. This travelling ladder should be in every modern store. It is economical, efficient, works automatically, and saves accidents, and shuts like a book against the fixtures.



20 stations, Queen St., being operated by one girl. This illustrates the 'Star' rapid wire nickelled gun-metal and steel cash railway system.



No. 465.



No. 463.

As Cobb's Coaches **Travel the State,** **So Uhl's Saddles Travel** **The Commonwealth :: ::**

WHY? For the simple reason that they have always given absolutely the best wearing value. Our Saddles have earned a reputation (and still hold) that speaks louder than words or space can express. In the manufacture of these Saddles—first of all we prepare and tan the Leather in our own Tanneries; every care is taken in selecting the Leather for its own special work. Then we have a large staff of experienced men who know how to make a saddle that will give long wear and be comfortable to both man and beast. The Saddles are handsewn throughout, and the mountings are imported direct from the best English makers.

Description of Illustrations.

No. 465. Best ANGLO-AUSTRALIAN SADDLE, with hogskin seat and pads, skirt all round, extra long flaps, solid leather panel, short folded leather girth, or long girth as ordered; mounted with crupper, 4 bar irons and leathers, and surcingle; made on our own special tree. (Weight, bare, about 16lbs).

This is a most popular class, one that appeals to the Horseman who knows a good saddle, and we can recommend with every confidence.

Complete £8 10.

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We make all classes of Saddles, from the Boys to Heavy Stock—if you require further information, just write next mail, stating your requirements (full address), and it will be our pleasure to give you all particulars. We'll send you one of our fully illustrated Harness and Saddle Catalogues (Post Free).

To insure satisfaction, when ordering, please give height and weight so that we can make accordingly. Your order will have our prompt and personal attention.

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Petrie Bight, Brisbane.



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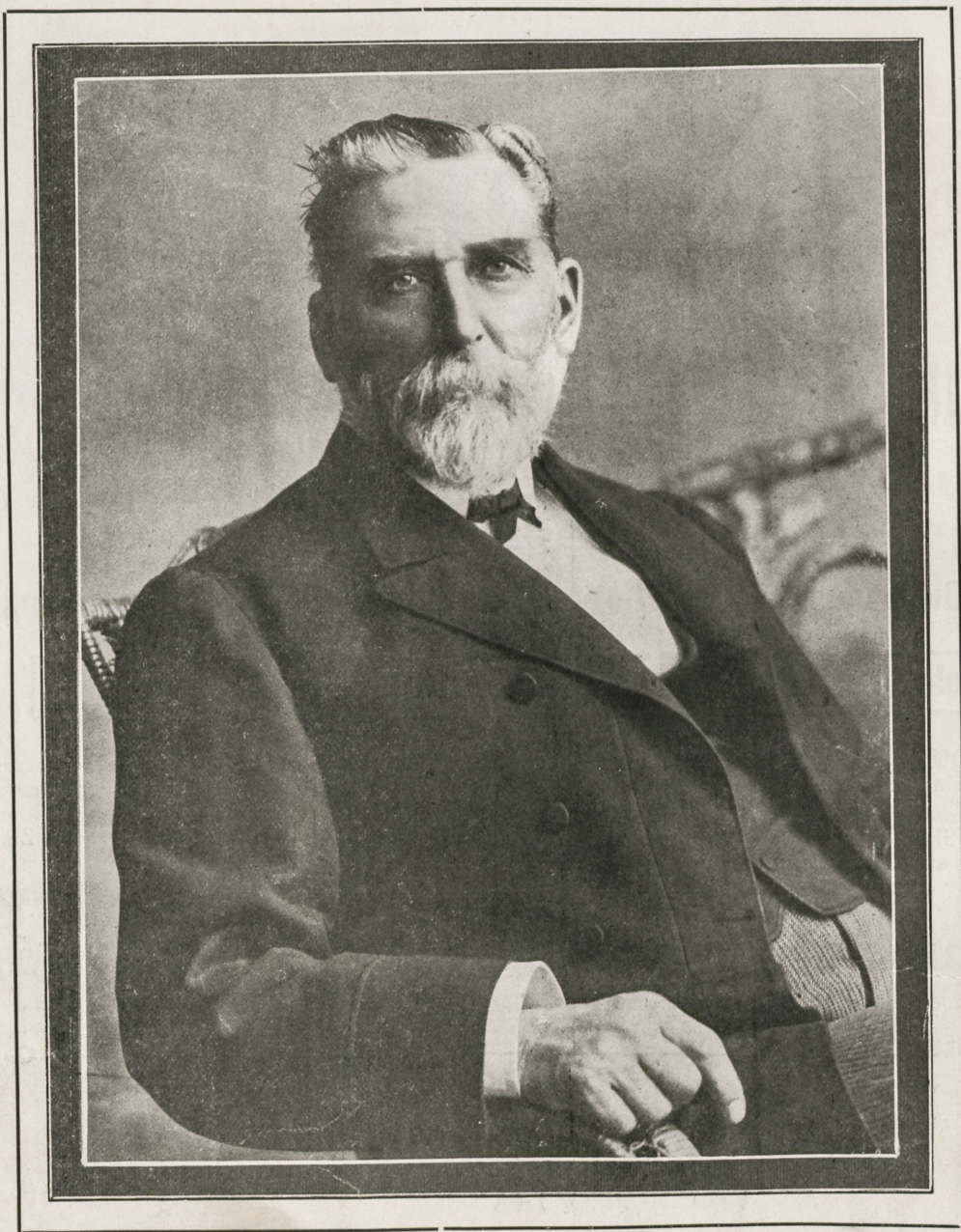
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The late Mr. James Rutherford,

GOVERNING DIRECTOR, MESSRS. COBB & CO., LTD.

Born at Erie, N. York County, U.S.A., August 1827. Died at Mackay, Sept 13, 1911.



Coaching in Australia.

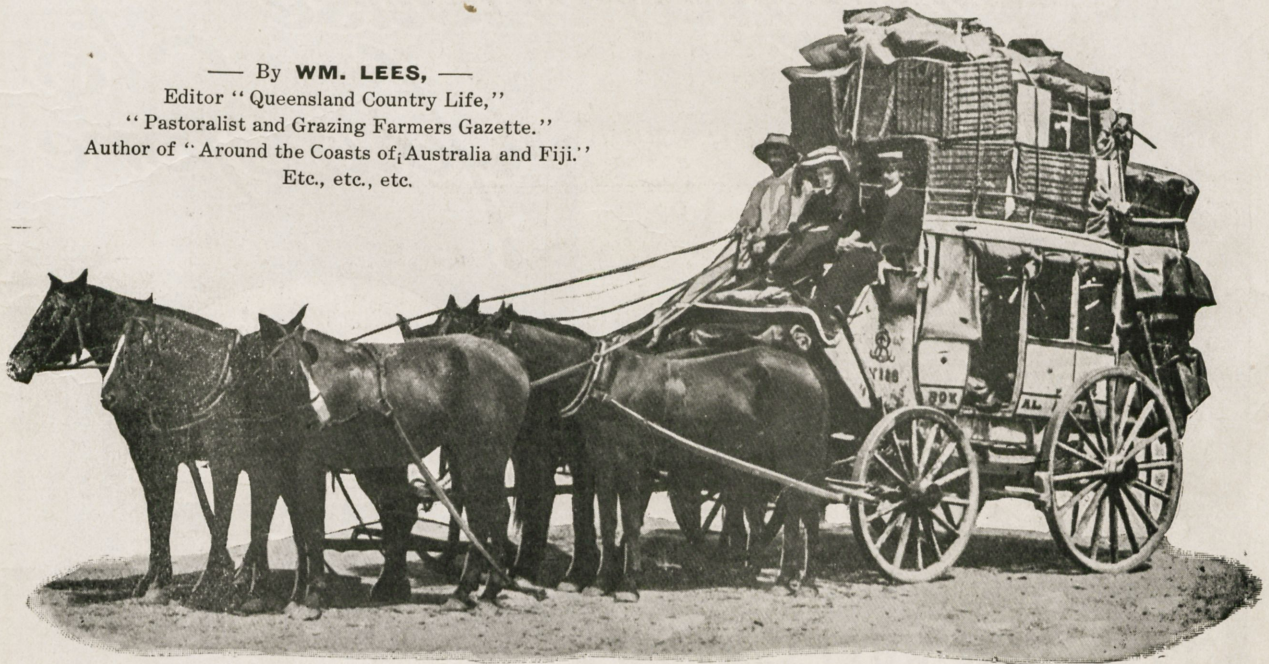
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A History of the Coaching Firm of Cobb & Co.

With GUIDE to the Present

Coaching Routes in Queensland.

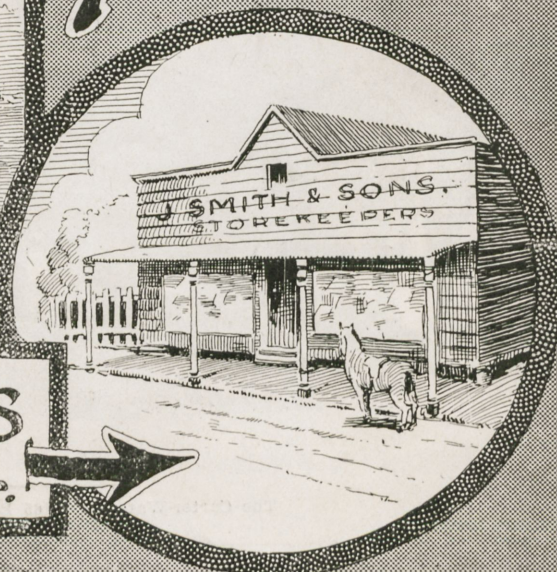
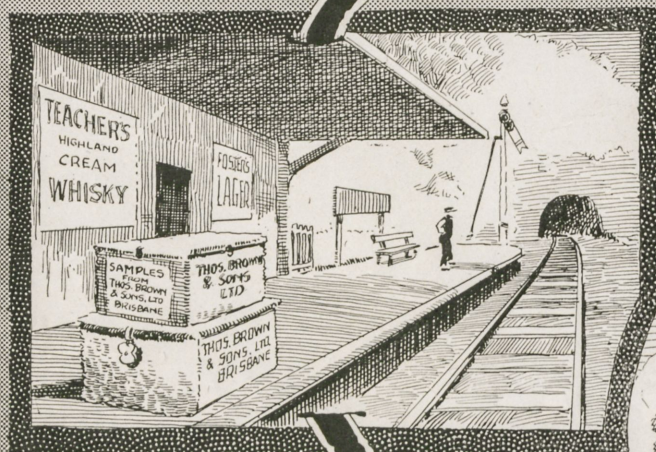
— By **WM. LEES,** —
Editor "Queensland Country Life,"
"Pastoralist and Grazing Farmers Gazette."
Author of "Around the Coasts of Australia and Fiji."
Etc., etc., etc.



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CONTENTS.

Historical.

Mr. James Rutherford	4
A Loaded Mail Coach	5
Introduction	9
The Lights of Cobb and Co.	10
Early History	11
Beginning of Cobb and Co.	13
Life of Mr. J. Rutherford	15
A Curious Law Case	16
Lithgow Iron Works	17
Cobb and Co.: Its Development	17
Drivers and Horses	20
The Rush to New Zealand	20
Coaching in New South Wales	21
Cobb and Co. in New South Wales	23
The Egowra Gold Robbery	24
Victorian and N.S.W. Drivers	25
Map of Queensland	31
Cobb and Co., Ltd., Directors and Secretary	34
Cobb and Co. in Queensland.. .. .	35
Routes and Drivers	41
The Mail Services	49

Guide to Cobb & Co's Coach Routes.

Thallon to Mungindi	53
Map of Route	55
Thallon to St. George	57
Map of Route	59
Yeulba to Surat and St. George—Map of Route	63
St. George to Surat	65
Surat to Yeulba	69
Mitchell to St. George—Map of Route	71
Mitchell to Bollon	73
Mitchell to St. George	75
Mitchell to Bollon	75
Charleville to Tambo and Blackall	77
Map of Route	79
Cunnamulla to Eulo and Thargomindah	81
Map of Route	83
Longreach to Jundah	91
Map of Route	93
Longreach to Winton—Map of Route	95
Longreach to Winton	97
Cloncurry to Boulia and Map of Route	99
Cobb & Co's Coach and Buggy Building Branch, Charleville	101

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**Fire, Marine, Accident,
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This Company, with ASSETS EXCEEDING £30,000,000 and an Annual Income of more than £10,000,000, is the Largest Fire and Accident Company in the world, and the LEADING FIRE OFFICE IN AUSTRALIA.

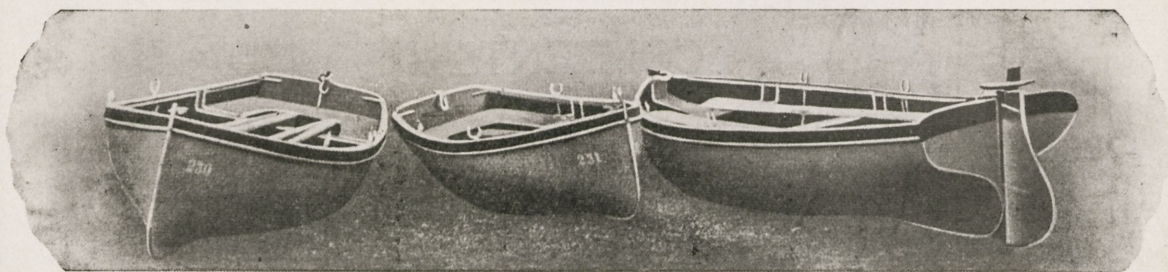
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How would YOU Escape if a Flood swept down on you To-morrow.

Would your family and self depend upon floating timber and wreckage to carry you to safety? Think about it! A boat would provide more security, wouldn't it? Well write now and get prices and full information regarding the

Harvey Steel Row Boat

for this boat has been designed and built in Queensland to withstand Queensland flood conditions and rough usage. With every boat you get a ten-years' guarantee. Why! even to-morrow a flood may unexpectedly occur, and where will you be? Correspondence Invited. Write to—

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Introduction.



HERE is something bracing, clear, and exhilarating in coach travelling, and it would be hard to beat the style of tonic one gets on a summer morn, seated behind a spanking team which bowls over roads and bush tracks beneath fragrant trees, giving their jolly jehu no trouble except to prevent them from pulling the pole clean out of the coach. There are little drawbacks of course, such as waking up at midnight from a fitful "snooze" in the rocking coach, to find a river's suddenly swollen waters rushing through the floor of the coach, or, as often in the olden times, being unexpectedly interviewed by several gentlemen of the road who showed you some neat article of gunnery and invited you to "Bail up"; and pass along any loose coin or valuables at your disposal. But they were happy days, and many a thousand Australians have joyous memory of the famous coaching house of Cobb and Co.

Of these days Will Freame says: "When the Royal Mail was run by Cobb and Co. What a wealth of romance and adventure the very name suggests. Well do I remember, although it is thirty years ago, my first boyish experience with Cobb and Co., between Newcastle and Glen Innes. What a hero wild Dick Houston, the driver, appeared to my juvenile mind. I shall always remember that journey; and what a flood of recollections swept across my mind as one day, ten years after, my attention was directed by the sight of Cobb and Co. sweeping down Great Bourke-street, Melbourne, from the Albion Hotel to Wood's Point and Mansfield! Since then, I have met Cobb and Co. in many places. Sometimes I enjoyed a box seat, sometimes I had no seat. Cobb and Co. just loomed large on the edge of the black soil plains and passed me by in a cloud of dust. Sometimes Cobb and Co. was a big affair, six steaming horses, fresh from the last change, and three big lamps, one on each side of the box seat, and one over-towering the middle. As such I knew them along the dusty road to Hay. But the finest turnout was the mail that climbed up the Australian Alps, from Bairnsdale to Omeo in Gippsland. Then again Cobb and Co. was represented by the little red bone-shakers, familiar around Geelong and Lilydale in Victoria, along several tracks in this State—around Bathurst and the Turon. But oh! they were good days; rough days, quart-pot days, damper days, perhaps; but still they were big, brave generous days—days "when the world was wide" to quote Henry Lawson.

"If, however, Cobb and Co. had its discomforts, it had its joys, for what could be better than an early morning spin behind four spanking horses warming to their work—on a down grade too, with the sharp crisp clear breeze or early morning in our faces. Before us, as we turn a bend in the hillside, is the rising sun filling the very atmosphere with its soft glowing warmth and tingeing the distant peaks with its golden grandeur. On! On! sweeping around another bend, and beside us is a deep dark gully carpeted with giant trees. We have just time to glance down when the country opens out, and looking across the scene we feast our eyes on the glorious pano-

rama below—a picture of rich agricultural lands, dotted here and there with farms, with a silvery streak of river wandering through the centre of the picture. On! On! rattle, trot, trot, clicketty clack! and we rumble across a rickety bridge that spans a creek from whence

Leaps wild the dark torrent from chasms to chasms
From the home of bold echoes, whose voices of wonder,
Fly out of blind caverns, struck back by high thunder.

—Kendall.

"Down through the long departed years there comes the ghosts of former times—Macquarie's Inns, Digger's Rests and Harvest Homes and Speed the Ploughs, and Governor Bourkes—that have long since closed their doors and hid their departed glories behind time-worn and battered shutters. Open wide again their portals, and big brawny men fill their bars and overflow the low verandahs. And the drooping doors on these dusty rotten old sheds fly open, and ghosts of horses dead and gone, champ and chafe again, and long forgotten, decayed, and decrepit old coaches wheel out, and then—'All aboard! Hurry up! Whoa! Whey there! Come on! Let their heads go! Hooray!'"

"Gentlemen, dash it all, I believe I have been asleep, dear me! Never mind its Christmas time. Fill them up again, only one round. "Here's to the old days; the good old days; the ramping, roaring days of Cobb and Co."

So this work historical of the old firm is presented to, we hope, the indulgent reader. Much has necessarily been omitted which would be interesting, but that which is here included will, we hope, be considered welcome to all our readers.

COBB & CO., Ltd.



A Yarn at the Pub.

"The Lights of Cobb & Co."

By North and South, and East and West,
 By dawn and dark of day,
 By swamps and plains and mountain-crest,
 They take the foremost way;
 And where the slanting sun-rays dip,
 And underneath the stars
 Is heard the thunder of the whip
 And creaking of the bars:
 And out beyond the reach of rail,
 As far as wheel-tracks go
 The drovers round their camp-fire hail
 The lights of Cobb and Co.

The settlers wait at death of day
 To hear the rolling wheels,
 When faintly through the twilight grey
 The far whip-challenge steals;
 They take the messages of love,
 And bring them safely through—
 The faithful sun that shines above
 Is not more loyal true—
 They bear the lines of shame and sin,
 The words of weal and woe;
 And life itself is trusted in
 The hands of Cobb and Co.

Their holdings stretch afar and wide
 O'er range and blue-grass rood—
 They know them on the Queensland side,
 And all their cheques are good:
 Their drovers through the Border ply
 South-east from Mulga town,
 And whether tracks be green or dry
 Their mobs are moving down—
 While feeding with a half-mile spread
 The lazy wethers go,
 The notice reads, "A thousand head
 of fats from Cobb and Co."

The bullock driver scarcely feels
 His way on new-cut track,
 Ere Cobb and Co., with lighter wheels,
 Have run the marks out back;
 And while the seasons come and go,
 And through the changing years
 All flags are dipped to Cobb and Co.,
 The Western pioneers;
 What reek if all the creeks be dry,
 And hot winds blight and blow,
 We'll meet and fill our glasses high—
 Good luck to Cobb and Co."



—Will H. Ogilvie.

Coaching in Australia.

The History of Cobb & Co.

By Wm. LEES.

Editor "Australian Pastoralist and Grazing Farmers' Gazette."
Author of "The Goldfields of Queensland," etc. etc.

THE history of Cobb and Co. dates back to the early fifties and the roaring days of the rush to Ballarat and Bendigo.

The discovery of gold in Victoria in 1851 electrified the world, and by 1852 the further rich discoveries at Ballarat or Golden Point, Bendigo, and other centres, resulted in crowds of miners flocking to the Colony, now known as Victoria, at the rate of 500 per day. For these no preparation had been made, no shelter built, no foods brought together, no new local laws provided, and no powers to enforce the laws existing. In addition the means of communication were execrable. Its marvellous prosperity, its immediate and apparently unlimited wealth, were for a time more than the colony could bear. For a period each man was a law unto himself, and chaos reigned, as was to be expected where wealth was so easily obtained. From the end of September, 1851, to September, 1854, gold to the value of £34,161,416 was obtained.

Of felony, however, there was comparatively little among the miners, for robbery was the only crime that tempted anyone just then, and against robbery the whole

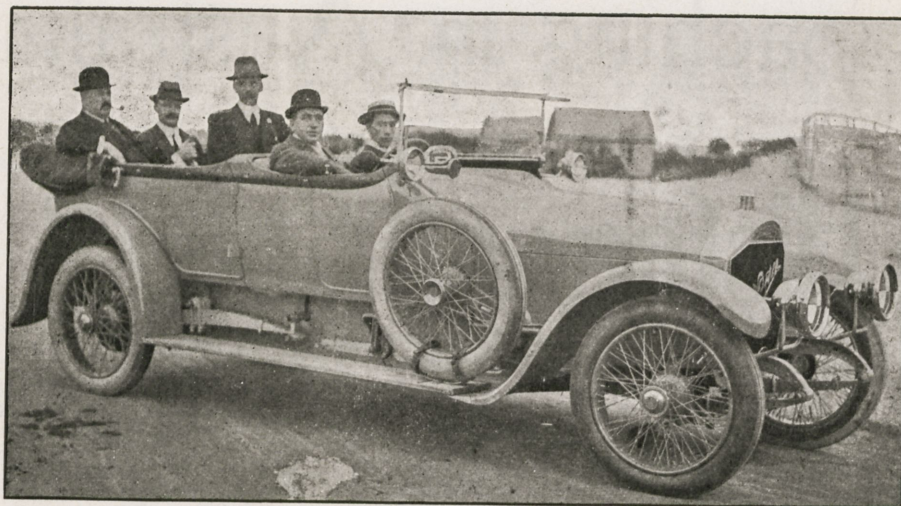
mass of gold-seekers took very strong measures. Outside the actual gold-fields, however, there was much lawlessness. The Mount Alexander Road was infested with bushrangers, especially where, in crossing the Dividing Range, it traversed the gloomy Black Forest.

Melbourne also was full of disorder, for, in this extraordinary time the stream of fortunate gold-winners, always free with their money, met that other stream of outlaws whose one aim was to get money somehow, somewhere.

An idea of what Melbourne in 1852 presented to the outside observer may be gleaned from an article by G. F. Train in "The American Merchant," who said: "So rich are they in this place that the banks are all working on deposits for which they allow no interest, not having any of their capital employed, and the revenue is beyond any calculation. There were no railways, gas, communication by telegraph to the heads, water works, sawmills, or sawmills worth mentioning, not even a wharf that deserves the name, or sufficient accommodation for the immense quantity of goods that was tumbling in from all parts of the world."



Cabbage Tree Ned and his team of Twelve, with Stephenson's First All England Eleven,



✈ A New Car of any make ✈

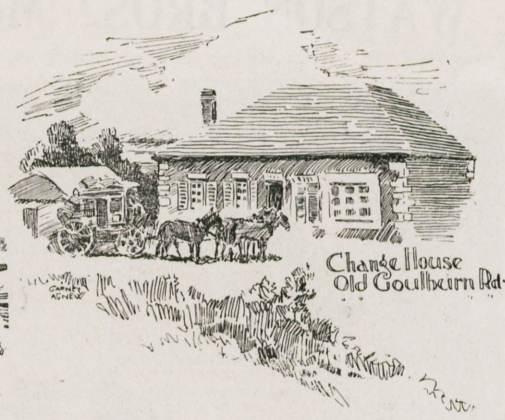
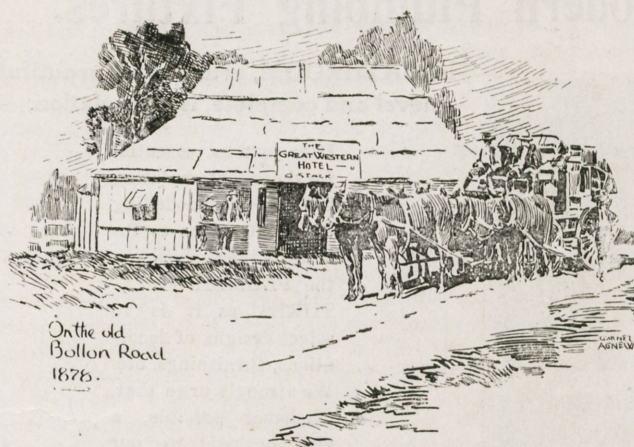
Can give you an impressive Trial run nowadays, but how many makes retain their sweet running, and have no need for extensive repair after five years use? We have proved which these are, and therefore represent the best English and Continental Cars ————— The Pick is

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Albert Square

BRISBANE.



Old Coaching Days in Queensland and New South Wales.

Changes, however, were rapidly made. Governor Latrobe acted with promptitude, and marshalled his energies to the task of cleansing out the Augean stable of Melbourne commerce, and such an improvement was made as is seldom witnessed in such a short space of time. Two hundred carts were put into the road to the Bay, and a thousand loads of broken stone per day were placed in the road to the quay, with a raised road for pedestrians. Much of the improvements were due to the energetic agitations put up by the Americans who had flocked to the port. Go where you would from Sandridge to Bendigo, from the Ovens to Ballarat, one could not help but note their activity everywhere, and most of the Atlantic States were represented by mercantile houses.

Then the writer added: "A company of American-Californians have started a line of passenger waggons (American of course, made at Concord) to Bendigo, another party have two teams running from Geelong to Ballarat, and some Cape Cod folks are doing a good business with Yankee coaches between Sandridge and Melbourne. There are about 100 New York buggies in and about the city, mostly owned by Englishmen, who for a long time could not believe that the tiny spokes and slender wheels and springs were sufficiently strong to carry the weight."

EARLY DAY CONVEYANCES.

The only conveyances at the opening of the diggings were two-wheeled drays, usually hauled by bullocks, and travellers paid so much per head to the carrier for the carrying of their swags and tools, the men walking, and of course, camping out at night. Emanuel King, a hairdresser in Bourke-street, Melbourne, near the post office, inaugurated a regular service by means of a two-wheeled spring van, drawn by three horses—two abreast, and one in the shaft. Light swags only were taken with passengers. There was no change of horses on the road, and the fare to Forest Creek (Mount Alexander), a distance of 74 miles, was £5.

The first Melbourne coach was started by Mr. Jas. Watt, the landlord of the Border Inn at Bacchus Marsh. It was to ply twice a week between Melbourne and Ballarat, leaving the corner of Elizabeth and Lonsdale streets

every Monday and Thursday at 2 p.m., arriving at Ballarat at 3 p.m. on Tuesday and Friday, returning at 8 a.m. on Wednesday and Saturday, and arriving at Melbourne at 10 a.m. on Thursday and Monday. The fare each way was 25s., with moderate charge for parcels not exceeding 5lbs. The stories of the coaches' boggings and break-downs would fill a volume.

The Red Rover coach ran between Ballarat and Geelong and had a rough time, as travelling by coach was then a queer and rickety work. The frequent sticking in glue pots, the getting in and out of passengers up and down hill, the breaking of poles, snapping of harness, plunging, kicking and stopping of horses, and other trifles were too numerous to particularise.

Among others in the early digging days in Victoria were Bevan and Co., of the Beechworth Road, Bill and Deakin, and Howard, with the "Argus" line, subsidised by that great newspaper to ensure delivery of the paper on the goldfield, each copy selling in 1854 at 2s. 6d.

These feeble and ill-organised attempts at coaching communication with the interior of Victoria in 1853, were neither safe nor regular, and passengers who paid exorbitant fares in expectation of being whisked up to Bendigo were at least three times at every stage asked to alight and walk, hip deep through mire, even in the dark, to "aze the poor 'orses".

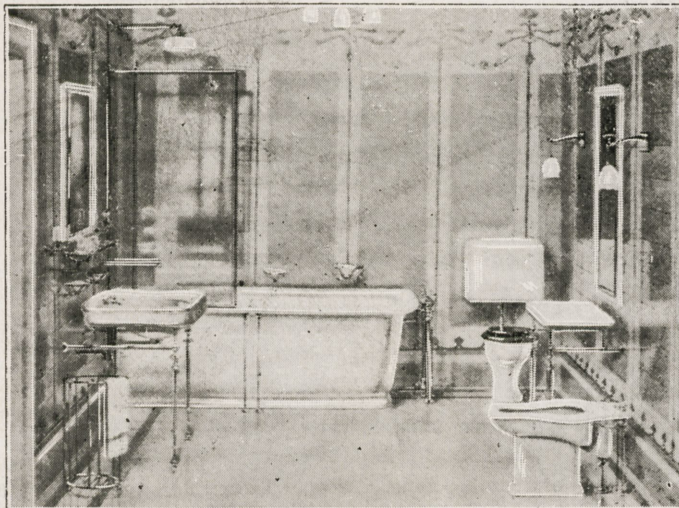
The failure in travelling was altogether due to the unsuitableness of the old-fashioned coaches. The rigid stiffness of their iron plates and bolts proved to be not a strength, but a weakness, for when the heavy vehicle was jolted over unmade roads, the oft-recurring series of sudden jerks would quickly snap its unyielding joints.

THE BEGINNING OF COBB AND CO.

About the middle of 1853 a change came. Four Americans, Freeman Cobb, John Peck, James Swanson, and Anthony Blake, went into partnership as coach proprietors, and imported from Abbott Downing and Company, Connecticut, several coaches, suspended on leather springs (or through braces) adapted to bush and rough roads.

Of this commencement Geo. F. Train, in his book, "My Life in Many Lands," page 133, says: "I told Freeman Cobb, who was then with Adams and Co., that I

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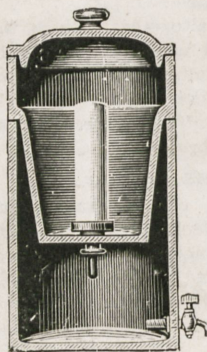
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Acetylene Lamp

wanted him to start a line of coaches between Melbourne and the gold mines, a distance of about sixty miles. I advanced the money for the enterprise, and a line was established, the first in Australia, to Geelong, Ballarat, Bendigo, and Castlemaine. They were the first coaches seen in that continent. The coaches cost in Australia 3000 dollars apiece."

The strong point of the American conveyance was its great pliability; leather thongs and braces were the features in its construction, which specially fitted the coach for surmounting the obstacles of the rough roads and open tracks of the bush. The four Americans also got together a splendid lot of horses, and the coaches created a considerable amount of curiosity at the time. The first use made of them was in running a few trips to and from Melbourne and Liardet's Beach, now Port Melbourne, or Sandridge, a distance of three miles, at a fare of five shillings. They were always loaded. In a very short time, having been preparing for the venture, the firm commenced coaching in earnest, by running a daily coach through to Forest Creek and Bendigo, fare £5 (110 miles to Bendigo). This was a very reasonable fare, for freight rate by carriers for merchandise was £150 per ton. The venture was well patronised, and the service quickly became popular. The delivery of mails up to this time had been intermittent, and haphazard. A contract was entered into between the Government and Cobb and Co. with a very large subsidy, and the postal service became regular and sustained. The firm rapidly extended their operations, and it was soon deemed necessary to initiate a night trip between Melbourne and Bendigo, and also between Geelong and Ballarat. The night service was also soon introduced on all main lines, and enormous profits were made, so much so, that, within a few years each partner amassed a fortune and sold out his interests.

The original Freeman Cobb then went to California, where, unfortunately he invested his capital in some wild cat banks and mines, in which he lost his money. But, with the indomitable pluck which characterised his life, he, with the wreck of his fortune, crossed over to South Africa, at the time diamonds were first discovered in Kimberley. He at once started a coaching business between Port Elizabeth and the mines, but his health failed, and he died there in 1873. It is stated that Cobb was succeeded by Zeederberg and Co., who, at the time of the South African war, were operating in Rhodesia, and conveyed the Canadian No. 5 Battery Royal Field Artillery and its escort of 110 men of the 3rd Queensland Mounted Infantry, whose horses were kept at Bamboo Creek, from Marandellas to Bulawayo, the site of Sir F. Carrington's camp between Beira and Salisbury.

Mr. John Peck established a large stock and station agency firm in Melbourne, where he died a few years ago. James Swanson and Anthony Blake returned to America fairly wealthy men.

It is stated in Mr. E. A. Byrne's memos (he was an old Cobb and Co.'s driver) that "the partners of the original firm of Cobb and Co.—Cobb, Peck, Swanson and Blake—sold out to a Melbourne man named Thomas Davies, who was obliged to dispose of it very soon after, and the business fell into the hands of a company comprised chiefly of coach agents, drivers, etc., calling themselves "The Victorian Stage Company." They kept the

name of Cobb and Co., but their reign was very short, as disorganisation was quickly caused by there being too many bosses."

This again brought the concern, which always traded under the old name of Cobb and Co., into the market, and eventually, to the organisation of the co-partnership of which became the greatest firm of coach proprietors this continent has ever known, a result undoubtedly due to the marvellous organising and administrative ability of Mr. James Rutherford, the governing director for over 50 years, and one of the most able men of Australia.



Aged 26. MR. JAMES RUTHERFORD. Aged 84.

MR. JAMES RUTHERFORD, GOVERNING DIRECTOR,
COBB AND CO.

JAMES Rutherford was born at Erie, New York County, U.S.A., in August, 1827, and arrived in Melbourne by the ship "Akbar" in June, 1852, after a four months' voyage. Hobson's Bay was the anchorage in those early times and the scene therein was unique.

Ships of all sorts and sizes were there, congregated from all parts of the world, busy with the debarkation of passengers, in haste to reach the Eldorado, and discharging their cargoes of a thousand varied articles sent to this great market newly opened to an excited world. On shore chaos existed. The one pier at Sandridge was a small structure, and the shore at St. Kilda was lined with ships and boats, and stacked with uncovered goods to be sent sometime, somehow, to their destination. The long, and often-times boggy road to Melbourne was thick with humanity, while through the crowds were pushed carts, drays, even wheelbarrows, piled with goods.

Into this turmoil plunged the new colonist, one who was to become so great a factor in the development of this Continent.

Accompanied by a Canadian, who had forced his acquaintance upon him during the voyage, Rutherford set out for Bendigo, and then at Nyer's Flat sunk his first and last shaft. This was an amateur's effort to 14ft., in which only colour was obtained, and a miner's life not appealing to him, and also desiring to be rid of his partner, who, it is stated, eventually died a millionaire, Rutherford put forward the excuse that he wished to recover his considerable quantity of luggage left in Mel-



A Home on the Goldfields.

bourne. On his arrival there, without funds, he looked round, and seeing an advertisement for woodcutters to cut wood for a brick kiln, applied and got the contract. Engaging two good American axemen he was soon clearing £25 per week, although he had not seen an axe for six years. The contract was scarcely completed, however, when Mr. Rutherford's health broke down, and under medical advice he left for Brisbane by boat. This was in 1853, when Brisbane was but a village. Signs of progress, however, were then evident, as a number of emigrant ships had brought many passengers, among others the "Maria Soames" with 281, "Meridian" 234, "Rajooohgopaul" 351, "Parsee" 493, "America" 325, "Agricola" 246, and "Florantina" 245.

The River Brisbane was then a beautiful stream, its banks to the water's edge a mass of foliage, and blacks camps could be seen at every point. Ipswich was the chief centre, however, as the chief tracks inland centred there. To this "Limestone" as it was then called, went Rutherford and determined to go overland to Melbourne, he purchased a couple of horses and a cart, the latter large enough to accommodate a bed. He also provided himself with a gun, a box of cigars, and other small comforts, and engaged a man as offsider. Despite his vow, he also purchased a pick and pan to do some prospecting, and on his way south opened the Oban gold field north of Armidale. This field was all alluvial and was soon worked out. During the trip he found fascination in horse-dealing, and when he reached Melbourne he was a fairly well made man. This trade he continued for some time, visiting the various parts of Australia. It was during one of these trips, at Port Fairy (Belfast), that Mr. Rutherford almost died from typhoid fever, and he speaks in his reminiscences, of the splendid nursing of Mrs. Price, the mother of the landlord, to whose services he attributed his recovery from the jaws of death. After a run of bad luck he again made very profitable deals, and the idea occurred to him that, to pursue

the higher education, he would go the Edinburgh University for three years, and then proceed home to America. He, however, decided that, instead of using his savings in this manner he would raise the necessary funds by another horse-dealing trip to New South Wales. The fates were against him, and through the horses being knocked about on board ship by the rough seas, he lost about £1000 on the transactions. As on previous occasions failure did not daunt him. With those sterling traits which stood out in bold relief in his character, spontaneity of manner, quickness in decision, largeness in idea, and heartiness in execution, he soon forced his way into avenues more congenial. The alterations of wealth and poverty were repeated more than once, but where other men would have retired in despair Mr. Rutherford faced the situation with cheerfulness born of the consciousness that his efforts would sooner or later meet with their just reward, and ultimately he found himself sailing on a sea of prosperity which broadened as the years went on.

A CURIOUS LAW CASE.

A curious piece of history is contained in the Melbourne "Age" of August 11, 1855. This is an account of a law case, Rutherford v. Bromley, and others. The report sets forth that the defendants were the landlords of an inn at Spring Creek, and the plaintiff claimed £6000 for damages sustained as the result of detention and assault. The plaintiff's case was that he went to the inn with three horses, which were put into a paddock. He then entered the inn, where he saw the defendants, who asked him who he was, and where he was going. Subsequently he was left alone in a room, the door of which was locked. After calling out and trying by peaceable means to open the door, he forced it open, and asked to see his horses. The defendants then rushed on him, stripped him of all his clothing, and ultimately locked him up in a stable. He made a noise and attempted to get out; and the defendants again came to the stable accompanied by one or two troopers, who bound him with ropes and a bullock chain and left him in that position till 12 o'clock next day. For the defence an attempt was made to prove that the plaintiff was so violent that it was necessary to lock him up, but this was rebutted by evidence, and the jury, after half-an-hour's retirement, returned with a verdict for plaintiff, and awarded him £500 damages. This strange experience for a young man in a new country proved, it is said, to have been the means of his progression, for the amount of capital thus acquired was the first stepping-stone to a series of successes.

The huge business of Cobb and Co. would have been more than even an extraordinary man could successfully





Old Offices of Cobb and Co., Bathurst.

control, but not Mr. Rutherford. In addition to the vast ramifications of the coaching service he entered heavily into the pastoral industry, and made special importations of prize stock, Welsh ponies, etc. He invented a sheep dip, which he installed at his Bathurst homestead, and reduced the time taken in dipping enormously, 4000 sheep going through in a day with little labour. He established with others the Bathurst "Advocate," was Mayor of Bathurst in 1868, and for 25 years was President of the Bathurst Hospital. He was also President of the School of Arts, and treasurer for 25 years of the Bathurst Agricultural H. and P. Association. He attended at the gate of the first show and acted as collector, taking £31, and by degrees he brought the three institutions out of debt. A great banquet was tendered to Mr. Rutherford in 1875 at Bathurst, where the most eulogistic speeches were made in compliment to his great services to the town and the country.

LITHGOW IRON WORKS.

One great achievement of Mr. Rutherford's was the establishment of the Iron Industry in Australia, which was largely financed by Cobb and Co.'s money. The history of this could be made to cover several pages. Shortly stated, Mr. Rutherford made the acquaintance of Mr. Dan Williams, Railway Contractor then duplicating the railway track over the Blue Mountains to Lithgow, which is on the Bathurst side about 30 miles east of that town at the foot of Mount Victoria, and, through Enoch Hughes, a professed iron expert, secured 100 acres of iron lands on a 50 years' lease. Others joined in the project, including the Hon. J. Sutherland, R. Kelly, O. Phillips, Bathurst, and Mr. Thos. Denny, London. There was quite a number of shareholders, and the shares were £500 each. The Hon. J. Sutherland became managing director of this Eskbank Iron Co., with a salary of £750 per year. After a few years they owed the bank £29,000, and on Rutherford's return from America the directors agreed to purchase the coal lands of Mr. Thos. Brown, who was getting 6s. per ton. The price was £45,000 for 840 acres, together with five shares in the iron project. The purchase was made with Cobb and Co.'s money, which was lying in the bank, repayment to be made within six months at 8 per cent. interest. The very next meeting this was repudiated, and Rutherford took over the purchase, reducing the price to 5s. per ton.

The Company purchased 27,000 tons that year, then threatened law unless the original offer was completed. This was done in January, 1882. The Company owed Rutherford £27,000, and gave a six months' promissory note for the amount. The Commercial Bank of Sydney before then had called the attention to the overdraft of the Eskbank Co., amounting to £75,000. This the Dan Williams Estate and Rutherford took up, bringing the total with other floating liabilities to £100,000, and reduced the overdraft by £20,000. At this time the concern had lost all the money invested, and owed £130,000 in addition. Mr. Rutherford then took charge, and in 12 months had it on a paying basis, and in eight years' time, despite a six months' strike, had paid off the whole of the £130,000 indebtedness. Eventually the business was sold to Mr. Sandford for £70,000, and later was taken over by G. and C. Hoskins, Ltd.

OTHER INTERESTS.

The firm also of Cobb and Co., of which Mr. Rutherford was always the head, did not confine their energies and enterprise to coaching alone. They were the first to export jarrah timber for railway purposes to Bombay and Madras—in India—in 1865, and for that purpose erected large sawmills in Western Australia. They were also (in conjunction with the late Colonel Robins) large exporters of horses to India for military purposes. In a large way they were pastoralists, too, being at one time the owners of a number of sheep and cattle stations. Amongst those were Perricoota, on the Murray, near Moama, later sold to F. S. Falkiner and Sons for £225,000; Midkin, near Moree, Momalong, near Corowa, Claverton and Burrenbilla in Queensland, and others in the three States. They also operated largely in mining. In connection with the coaching business, the firm established five coach-building factories—at Goulburn, Bathurst, their chief centre, Castlemaine, Hay, Bourke, and Charleville. They were also railway contractors, and were the constructors of the northern line from Glen Innes to Tenterfield, one of the most costly pieces of railway work in New South Wales. This contract, which was entered into in Mr. Rutherford's absence, and against his strong advice, resulted in a loss of £80,000.—I remember Mr. Rutherford showing me his signature (detached from a Bank Bond) and remarking: "That represents £40,000 (H.P.S.)."

COBB AND CO.—ITS DEVELOPMENT IN VICTORIA. NEW SOUTH WALES AND QUEENSLAND.

THE several years he had engaged in horse-dealing had brought Mr. Rutherford closely in touch with the coaching then carried on in Victoria and New South Wales, and he had a firm idea that great improvements and much profit lay in this carrying business. In 1853 he started by taking over the management of a Victorian coaching firm at £25 per week. He remained in this position only for six months. Then he again entered upon horse-dealing, undertaking one trip, of some 13 months, overland to Brisbane. On his return he was induced to look into the proposition of buying out Cobb and Co., then owners of the principal coach lines of the colony. The purchase was made by a co-partnership, whose chief members were: Messrs. James Rutherford, A. W. Robertson, Wagner, Walter Hall and W. F. Whit-

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ney, and the new firm, keeping the name of Cobb and Co., became one of the greatest in Australia, thanks to the unflagging industry and hard work of Mr. J. Rutherford.

Of the commencement of this great concern Mr. Jas. Rutherford, in some most interesting data taken down by his son-in-law, Mr. H. Peden Steel, Sydney, states:—

"Cyrus Hewitt and George Watson, that "Prince of Starters" to the V.R.C., bought the coaching between Melbourne and Beechworth about 1857, running three teams which took 24 horses. First two coaches were run per day, then three. Before long the drivers on the line struck, and Hewitt came to Rutherford, who was then horse-dealing on a large scale, and asked him to find four American drivers for the line. After some conversation it was arranged that Rutherford should manage the line from Beechworth on a salary of £10 per week, clear of expenses. It was a busy line, the coaches carrying 75 passengers each. For seven months Rutherford kept this job, and apparently had little trouble in controlling the men. He then came to Melbourne, and had an interview with Robertson, Bradley and Whitney over the proposition to purchase the line of coaches, for which Watson and Hewitt were willing to accept £8000. This offer was not accepted, and Rutherford went to New South Wales buying horses for the Snowy River rush. During his absence Robertson, Bradley, Wagner and Whitney put on an opposition coach on the Beechworth line.

Later Hewitt and Watson bought out the Victorian Stage Company for £30,000, then, after a meeting at Conroy's Hotel, Sandhurst, they bought out Robertson, Bradley, Whitney and Rutherford. Robertson had teams carrying goods between Melbourne and Sandhurst. The firm offered him the managership at Castlemaine at £16 per week, which he accepted, and Wagner also was given a position. Rutherford again entered upon his old work of horse-dealing. Several months afterwards Robertson came into the yards, and informed Rutherford that there

was good money to be made by purchasing the then extensive business of Watson and Hewitt, who were willing to sell. Eventually a purchase price of £20,000 was fixed, £5000 being paid in cash, and £18,000 in promissory notes.

The original co-partnership was in five shares, the holders of which were: James Rutherford (U.S.A.) one share, John Wagner (Canadian) one, A. W. Robertson (Canadian) one, B. and C. Robertson and Pollock, one, Walter R. Hall (Yorkshireman) W. F. Whitney, one.

Dealing with the formation of the firm Mr. Rutherford states that Wagner was put in by Watson and Hewitt to watch the results and inform them when the new firm would close up. Walter Hall was booking agent at Beechworth, and was put in also by Hewitt "because he was a fine-looking fellow," as he was. Hewitt took Hall's bills for his amount £1,800, the firm taking over the indebtedness due to Robertson from Hall on a mining venture of £600.

Mr. Rutherford, before joining the concern, examined the proposition and considered that a saving of from 25 to 50 per cent. could be made, and, taking over the position of general manager he reorganised the whole of the lines. The result was that a losing business was quickly turned into a very profitable one, so much so, that within six months the £18,000 owing to Watson and Hewitt was paid off, and the concern was on velvet and kept so for the rest of its history.

Hewitt afterwards took a team of coaches to Japan, Tom Gallagher informs me, but the Japanese started opposition lines, building coaches in imitation of Cobb's and quickly ran Hewitt off the roads. He left Japan a ruined man.

Large and successful as the business had been under the previous owners from the original Cobb days, it was insignificant in comparison to the gigantic proportions it assumed and continued for over 40 years under the new firm. James Rutherford and A. W. Robertson were splen-



MR. GEO. STORY.
Manager, Sturmfels Ltd. One time
Manager, Cobb & Co.



MR. A. W. ROBERTSON.



MR. W. R. HALL.



Herberton in the Coach Days.

From drawing by C. E. Search.

did managers, resolute and resourceful, and discipline under them was exact. They were most excellent types of men, to whose enterprise Australians, especially those resident in the interior, are under the deepest obligation. As employers they were just and liberal in all dealings with their vast army of employees. Evidence of this is in the fact that no difficulty had arisen between the management and men during their 40 years of coaching business, and never had a firm a more reliable, loyal, and faithful body of servants.

DRIVERS AND HORSES.

The drivers at this time were all Americans, most of them had been engaged in a similar capacity in the employment of Ben. Halliday, and Wells, Fargo and Co., the former being the largest coaching business in the United States. Those drivers were young, strong men, to whom the handling of large teams of six and seven horses was a science new at that time in Australia; they were paid wages which nowadays would appear fabulous. They were receiving £10, £12, £14 per week, and some £1000 per year, their meals on the road, and at the end of their day's work were given free accommodation by the proprietors of the coaching hotels. Grooms were paid £4 10s. per week. The native Australian of the "Horse horsey," though unused to handling six eight, and twelve horses from the box, soon learnt the handling of the reins, and no finer drivers were on the Australian roads than those native born. Apt pupils they quickly became as efficient as their mentors.

The horses used in these coaches were splendid. At all the terminus stages, and many of the intermediate ones, the firm had handsome teams of matched horses. The most famous one was that which drew the great "Leviathan" coach, with its 75 passengers, the 20 mile stage between Castlemaine and Kyneton. This team was of 22 light grey horses, splendidly groomed, and resplendent with polished harness and mountings, rosettes of pale blue on the ear buckles, and saddle cloths of blue with silver mountings. The leaving of this coach on its journey, with the guard energetically blowing a horn, the

flagstaff with flag flaunting to the breeze, and four postillions, was the event of the day. The driving of these 22 horses, even with the four postillions was something of a feat, and the drivers finished the trip with tired bodies and inflamed hands. The reins were run through rings rising up from the foot board.

In the sets of teams used by the firm were the six matched blacks driven by Emanuel Levi, an American, six greys driven by W. P. Jackson, six roans driven by Harry Netterfield, six bays driven by Carter. All were well bred, handsome, well groomed horses, and intelligent as one could wish. A fine sight was the coach and its 12 white horses as they moved through the crowd in front of the Bull and Mouth, Bourke street, Melbourne, on their way to Ballarat.

THE RUSH TO NEW ZEALAND.

Following the discovery of gold in New Zealand, at Coromandel, "The Fortifications," "The Woolshed" and Collingwood, came the discovery of rich gold in Gabriel's Gully in June, 1861. A rush set in from Victorian gold-fields which was further increased by the report of rich gold on the beach sands at the mouth of the Clutha River, at Marneherikia, Teviot Hills, and Dunstons Creeks, and a dozen other centres. Those and other finds attracted thousands from the Victorian fields in the early 60's, and though Ballarat still held large numbers of miners, and Ararat, Beechworth, Castlemaine, Bendigo, and other centres were busy, yet the, often, mirage of far-off fields caused many to depart for distant finds. Of this exodus a writer gives this pen picture of the famous Benuego Flat:—

In the early 60's Bendigo Flat was still the scene of considerable puddling operations, but the numerous gullies running into these flats—once busy scenes—were completely deserted. It was not that they were entirely rifled, or that good wages could not still be made, in some of them at least; but the attractions of the newer fields, Otago, the Lachlan, the Jordan and British Columbia, drew away the strength of the district. Steady paying claims, in many instances, were parted from al-

most at a gift, that the owner might be first in the rush to a distant district or colony, buoyed up by the hope of renewing there the experiences of the first comers to Bendigo in 1853. So mad was this exodus, that a puddling claim which returned net several pounds per week was sold by the owner for a sum amounting to about sufficient to carry him to Gabriel's Gully (New Zealand).

This exodus helped the fortunes of the new firm of Cobb and Co. wonderfully. Seven coaches, each with about 70 passengers, was the tally each day, between Castlemaine and Woodend, when the rush to the New Zealand goldfields occurred. It is stated that as these soon became worked out the miners almost all came back. In the meantime, Walter Bradley, who had joined the firm, conceived the idea of shipping live stock to New Zealand. This appealed to Rutherford, who was in Castlemaine, and he agreed to go over on the steamer which the firm chartered and loaded with sheep and horses. After visiting the Dunstan Creek and other diggings, during which trip, he stated, rain fell the whole time, Rutherford returned to Victoria, and reported against continuing the venture. This was the first and last effort to trade with that Island.

COACHING IN NEW SOUTH WALES.

The first record of coaches in New South Wales is of that which Mr. Highland ran in October, 1814, starting from Sydney, and traversing the by no means easy road to Windsor and Richmond.

In the Sydney "Gazette" of April, 1815, was published the "Rates for Highland's Hawkesbury Caravan." The same "Gazette," 13th November, 1819, notified a coach to run between Sydney and Parramatta, on 21st April, 1825, "A New Mail Coach to Parramatta," and on April 28th, 1825, the "Eclipse" coach to Parramatta.

Matters were apparently not too satisfactory, as on November 11th, 1826, the "Gazette" notified the "sale of four Sydney Coaches and Horses." Cuthbert's new coach "Monitor" ran its first trip to Parramatta 2nd January, 1827, and it is stated that the "Liverpool Union" coach had been purchased by Mr. Brown, 27th December, 1827.

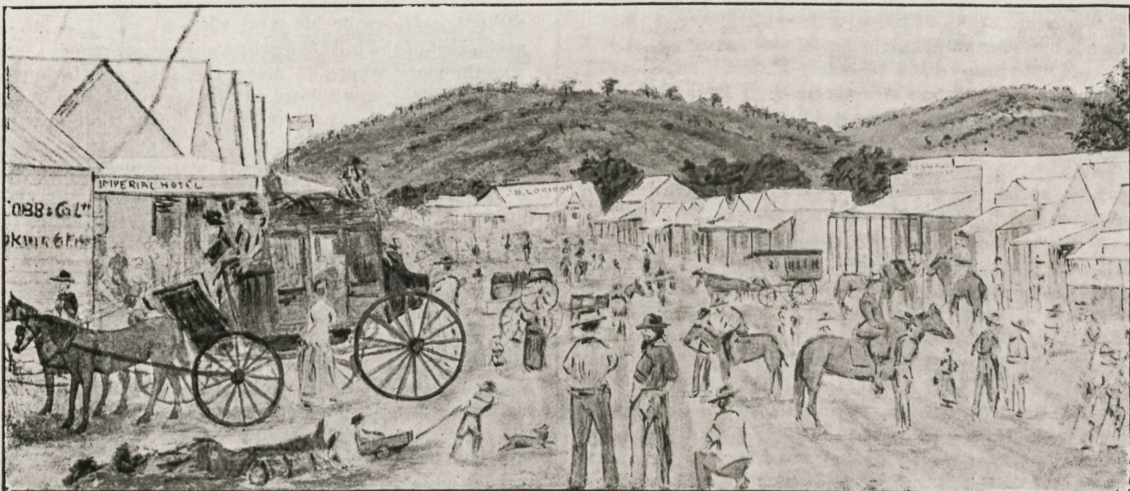
The first "hackney" coach was advertised 16th November, 1830, and a Royal Mail coach 19th March, 1831. On August 21st, 1832, Messrs. Richard and Ireland advertised their travelling coach to run from the Rose and Crown, Castlereagh-street, to Woolpack Inn, Parramatta, and 27th September, 1832, saw the advertisement of the "Currency Lass" new coach from Windsor to Sydney. The road across the mountains to Bathurst, completed on the track of Blaxland, Lawson and Wentworth, and surveyed by G. W. Evans in Macquarie's time, had a coach as notified in the "Gazette" on 24th July, 1835, while the same journal records an accident to the Parramatta coach on August 8th, 1835, an amalgamation of opposition coaches February 27th, 1836, and the running of Titterton and Watkins's "Independent" coach, January 25th, 1838.

In 1852 the mail coaches used to start at 6 a.m. from the Black Boy Public House, at the corner of King and George streets, where the magnificent structure of the Australian Bank of Commerce—the old A.J.S.—now stands.

Kiss's Horse Bazaar (Geo. Kiss), Pitt-street, was a great centre in those days. The bazaar occupied the site on which the Grand Picture Palace now stands, on the eastern side of Pitt-street, near Park-street. Fennelly's Horse Bazaar was another great centre; this was on the site of the Cadillac Motor Garage, near Market-street.

There were no cabs, one horse vehicles or carriages being the only public conveyance. Lucky diggers from the goldfields, who flocked to Sydney for a "good time," were the drivers' best customers. "Digger's" weddings were frequent, and it was not an unusual sight on the South Head Road to see a wedding party half a mile long, for which every carriage in Sydney had been hired. The inn at the South Head Lighthouse was the place of rendezvous, and the proprietor did a flourishing trade.

Among the early day coach proprietors should be mentioned Mylecharane, Ford, and Elliott, and Crane and Roberts on the western line, Foster and Vinge, the one-time contractors for the overland mail from Sydney to Melbourne, Ch. Hy. Jones, on the Southern road, Nowland Bros., and Gill Bros. on the Northern road.



Croydon in the Eighties.

C. E. Search.



The Last Coach from Croydon to Normanton.

C. E. Search.

"Ryan's Reminiscences of Australia" has this interesting information upon the early coach proprietors of Australia:—

"The first coach proprietor of Australia was A. Beckett, of Parramatta, who started the first four-horse coach from Parramatta to Sydney about 1818. Then came "Lincoln Bill," who sold out to the Dargans, who kept possession of the road for many years. Watsford, of Parramatta, ran a small coach to Penrith called the "Tickler," driven by the well-known whip, Jim Nearn.

The country at this time was sparsely populated, so there was no inducement for opposition; but as soon as the pioneers opened up fresh fields the eyes of the wary speculator were down for a division, or the whole if they could get it. But things went on very slowly in the coaching line until about 1840, when John Ireland, Isaac Titterton, and Jones, of Bargo Brush, took command of the Great Southern Line, and continued so for many years, until death severed the first two, when Jones continued alone right to Melbourne. He died before his time had expired as the mail contractor, and for three years Mrs. Jones and her sons carried out the contract, but under the most trying circumstances ever endured by a mail contractor. Forage went up to the highest price known in the country, and to make it worse the severance of Victoria from New South Wales took place before the completion of the contract. However, the contract money was paid by New South Wales, which had promised to pay a subsidy to the contractor on account of the extraordinary rise which had taken place in fodder, and which amounted to over £10,000. Victoria objected to pay its share in the subsidy, so the matter lay in abeyance for many years, until Sir John O'Shanessy became the head of the government of Victoria, when a settlement took place in favour of this heroic woman who had struggled so hard to carry out her deceased husband's engagements. In the meantime the Dargans had removed to Bathurst, having taken the mail contract for three years. John Perry did the Penrith run to Syd-

ney. Thence came Walter Rotten, in connection with Perry and Hadley, until the goldfields broke out. A few years subsequently Perry had opposition against him on the Penrith line, at times with Hogan, Badkin, Anderson, and Kendell, one or the other being continually on his quarters, causing much enmity between the coach proprietors and sometimes the people who patronised them. However, it was advantageous to the people to patronise the opposition, in order to reduce the fare from ten shillings to five, which was something to the travelling community. On one occasion both coaches were on the way down to Parramatta well loaded with passengers and were racing the whole way down to the "Fox under the Hill," then kept by James Hilt. There was a deal of ill-feeling between the coachmen, and as they proceeded on their way at the top part of the steep hill west of Fullagar's Hotel and Saleyards, Kendell's coachman made up his mind to overturn the coach driven by his rival when he came to the bridge at the foot of the hill. Nearby was a great precipice, and th's was the place where he made the rush on the opposition coach. They came down the hill at full gallop and on to the bridge, the coachman of the opposition drawing as close to the left hand side as he dared, to let the other pass, when Kendell's coachman pressed him close for the purpose of accomplishing his evil design. The side rail on the bridge gave way owing to the pressure against it, but fortunately the front wheel landed, while the hind wheel flew round on nothing, but landed safely, owing to the speed they were travelling at, and so prevented a terrible accident and loss of life. Both coaches pulled up at Fullagar's, when the opposition coachman challenged the other, but the dastardly coward would not show fight, but stood and had his nose pulled without resisting it, and that in the presence of forty or fifty people, who twitted him for his unmanly conduct. He got into trouble shortly after for assaulting a female passenger in his coach, and had a very narrow squeak, but a friend came to his rescue and saved him.

Cobb & Co. in New South Wales.

The news of Hargreave's discovery of gold in 1851 on the Macquarie River and its tributaries, Lewis Ponds and Summer Hill Creek, Bathurst, spread with amazing rapidity. Within three months over a thousand people were camped within a mile of Summer Hill Creek, many of whom were getting large quantities of gold, including nuggets up to four pounds in weight. Prospecting parties were all over the country opening up new finds in many centres, and this led to the rapid development of the colony. Coaches were put on many of the roads, and paid handsomely. It was natural, therefore, that the new firm should turn its attention to New South Wales, and on his return from New Zealand Mr. Rutherford suggested that this should be done, but the partners at that time would not agree. The Western Stage Company, however, secured the mail service from Geelong to Fiery Creek and Avoca, and then sent a man over to New South Wales to enquire into the prospects there. This altered the outlook of the indifferent members, and instead of entering into opposition agreed, and made it a partnership arrangement with the Western Stage Company. Mr. J. Rutherford, Whitney and Hall then left for Bathurst. "We were there," says Mr. Rutherford, only allowing each other £5 per week for expenses. They voted me as manager £10 per week.

The following is an interesting account from a letter of James Rutherford, detailing the start made by Cobb and Co. for the invasion of New South Wales:—

"Kyneton, 4th June, 1862,—“Went to Sandhurst on Monday, and was as busy as possible, getting our plant started for the Lachlan. The cavalcade was quite an imposing affair, 103 horses, 80 of which were in harness, drawing 10 coaches and two feed waggons, the coaches gaily painted and decorated, were a sight never before seen in Sandhurst. The whole of the inhabitants turned out to witness the departure. We acted the liberal, and cracked two cases of champagne for the benefit of our men, which they seemed to swallow with the greatest relish. At the conclusion of this interesting ceremony got away at half-past 3 and camped for the night 8 miles from Sandhurst. I accompanied them the first afternoon, then returned to Bendigo. Got up this morning at 6 o'clock and saw the caravan safely camped for the night, and and went out with Colin Robertson, who goes in charge, to the scene of his labours. Returning, I got into town at 11 a.m., took breakfast, and started for here, where I arrived at 7 p.m. After seeing people on business, spent till 10.30 making up accounts, and am now writing this, in the stable office, nearly 12 p.m.; nearly frozen; very cold at this time of the year. To-morrow I sail for Sydney to take up my work. I shall be very lonely in that new country. I hope to come over in a short time, in about three months, but the boys do not know such is my intention. Please address J. Rutherford, Bathurst.”

Part of the plant turned off within 100 miles of Forbes, Mr. H. Barnes taking two coaches and 20 horses to open the Forbes line to Orange. The residents made a fete day of the arrival of this concourse of coaches at Bathurst.

"Dinny" Gaynor, a one-time coach proprietor of Bathurst, escorted this splendid procession of Yankee coaches, clinking horses, and matchless drivers, through the streets. Jim Rutherford was on the first coach, Frank Whitney followed with his turn out, then Hal Hamilton, Charley Bissell and so on, while the people whooped and cheered with delight at the prospect of good, speedy times ahead. And they lasted, too, so long as Cobb was king.

After a few months at Bathurst Mr. Rutherford, who had previously intimated that he would only stay three months, decided to make it his home. One of the first things done was to set up a blacksmiths and wheelwright's shop in the Black Bull Inn yard, and bring over from Victoria the firm's best blacksmith and wheelwright. This forge developed by 1862 into a great central depot for all the coach-work required for Victoria, New South Wales, and Queensland, and employed 40 to 50 hands.

The Burrangong (Young), the Lachlan, Forbes and other centres around Bathurst were in the zenith of their gold output. That city was a hub of activity, and the new coaches of Cobb and Co. soon became popular, as the coaches were covered, the best of horses only were used, and the drivers were skilled men, the whole plants and drivers with the managers coming from Victoria, while the vehicles run by the existing coaching people were long open coaches on steel springs, and very uncomfortable. Oats were 15s. per bushel at Bathurst and 25s. at Orange.

At this time, 1862, Crane and Roberts were running from Sydney to Bathurst and Orange, and Forbes to Mudgee, and Mylecharane and Ford from Orange to Forbes, and from Bathurst to Lambing Flat. So the new concern struck trouble at once, including a public meeting to put them down; but they were quite competent to deal with all. It was decided that the two-day trip from Bathurst to Forbes should be run in one day, and Rutherford, having first arranged the stages, took the first trip on July 3rd, 1861, with four good horses, and completed the journey in the day. He had a full load of some twenty odd passengers to Bathurst the following day, including the U.S.A. Consul, MacNamara (Sydney), and Miss Guggenheim, a well-known American actress and her troupe. The coach arrived that night at 11 o'clock, and the travellers found that Crane and Roberts would not take them on "as Cobb and Co. had brought them down from Forbes, Cobb and Co. could take them on."

When Mr. Rutherford learnt of this, he aroused one of his men out of bed, and instructed him to have a coach and team ready at 8 o'clock to take the party over the Blue Mountain road to Penrith, where they could take train for Sydney. Mr. Rutherford then retired to bed, but he had not been there long when the party went over to see him, and said that he had misled them. He told the landlord to tell them he had gone to bed, and that they would be taken on to Sydney all right next morning. They went away apparently satisfied, but came back again, and the landlord advised Mr. Rutherford to flee, as they were very angry and might do him some harm. Mr. Rutherford accepted the advice, and leaving the landlord to keep the party occupied for a few minutes, secured a blanket, slid down one of the verandah posts from the balcony, and made his way round to the Company's stables in Howick-street. He scrambled into the straw room, and burrowing underneath the straw, went to sleep and slept

"like a top." He was standing in front of the Company's factory at about 8 o'clock the following morning, when he saw about 25 people making towards him. He started to walk up the street, and as they drew near he called out: "Stop! Don't come any further. If you do, I'll run!" "I was laughing fit to kill," said Mr. Rutherford, describing the incident; "and they went on a hurricance and were going to give me fits. I told them to go back, and I would have them conveyed to Penrith, and with such expedition that they would get there as soon as the mail coach, which left some time previously. This compact I duly fulfilled."

Mr. Rutherford followed on horseback, and subsequently went into Sydney to see Crane and Roberts's manager. "I did not intend to start on the Bathurst-Sydney road till the spring," he said, "but now you have forced me on. My coach is in Penrith now, and will remain on the road." Mr. Rutherford added that he was prepared to buy the firm out, and the result was a sale was effected

busy with the trade of gold and pioneering days and the rattle of the coaches of Cobb and Co.

Sometimes one comes across a stretch of these old main coach roads of New South Wales. Henry Lawson speaks of one in "The House That Never Was Built," to the West of the Dividing Range—"broad and white-metalled nearly all the way, and in nearly as good condition as on the day when the first passenger train ran into Solong and the last-used section of the old road was abandoned. It dated back to the bushranging days—right back to convict times; it ran through tall dark bush, up over gaps or "saddles" in high ridges, down across deep dark gullies, and here and there across grey, marshy, curlew-haunted flats. Cobb and Co.'s coach-and-six with "Royal Mail" gilded on the panels, had dashed over it in ten and twelve mile stages in the old days, the three head lamps flashing on the wild dark bush at night, and maybe twenty-four passengers on board. The biggest rushes to the richest gold-



On the old road.



within half an hour. Through Mr. Lydiard, Mr. Rutherford had gained the friendship of Mr. Fosbery, of the police force, and it was because of this that he got 20 policemen for his return trip to Lambing Flat. Mylecharane, manager for Ford and Co. expected to take them on from Bathurst, but when he went to the police office he found that he could not do so without Mr. Rutherford's consent. Mr. Rutherford would have nothing to do with him, however, and told him that, as he had entered into the combination with £30,000 to knock Cobb and Co. out, he could go to work and see if he could achieve his object. "I did not intend to run to Lambing Flat," added Mr. Rutherford, "but you have forced me to it." This ended in Cobb and Co. buying them out at once, a good fair price being paid for everything, as indeed, was done in all cases. By these means Cobb and Co. eventually controlled practically all the coach lines in New South Wales, Bathurst being the main centre of the operations of the concern. As the railways pushed out north and west the coaches were taken further out, and the grand old main roads of the Mother State reverted to their early day emptiness, the change houses and bush inns lost their trade and fell into decay, and the silence of the bush brooded over many a road once

fields in the West had gone over this old road on coaches, on carts, or drays, on horse and bullock waggons, on horseback, and on foot; new chums from all the world and from all stations in life.

When many a step was on the mountains,
Marching West to the land of gold.

And a few came back rich—red, round-faced and jolly—on the box-seat of Cobb and Co.'s, treating the driver and all hands, "going home" to sweethearts or families. (Home people will never feel the meaning of those two words, "going home," as it is felt in a new land.) And many came back broken men, tramping in rags, and carrying their swags through the dusty heat of the drought in December, or the bitter, pelting rain in the mountains in June. Some came back grey who went as boys, and there were many who never came back at all."

THE EGOWRA GOLD ROBBERY.

One of the most exciting incidents in the history of Cobb and Co. and a perennial subject of interest to old travellers was the robbery of the coach and gold escort at Egowra, near Forbes, New South Wales. The gold escort left Forbes on 15th June, 1862, in charge of Sergeant Con-

dell and Constables Moran and Harland. The coach, driven by Jack Fagan, carried several thousand ounces of gold, and a large amount of cash and bank notes. Captain Brown and Commissioner Grenfell were to have accompanied the coach, but at the last moment proceeded to Orange. When the coach reached Egowra Rocks, near Gates road, a couple of volleys were poured into it by the bushrangers posted there in ambush. Condell and Moran were both wounded, and all the others had narrow escapes, the driver having a bullet through his tall Yankee hat. The horses bolted, and overturned the coach, and the bushrangers had an easy task in securing the booty. The Superintendent at Forbes, Sir F. Pottinger, with trackers went out as soon as the news was brought in, and as the party of bushrangers was presumed to be large several detachments were told off and various tracks followed. The police under afterwards Superintendent Sanderson, went towards the Wedder Mountain, near the Lachlan. After passing Ben Hall's house, near Wykego, the tracker noticed a man riding hard, and surmising this was a bush telegraph, the police followed rapidly, coming to a lately deserted camp, and, passing this, came in the bush to a pack horse on which was discovered four bags of gold containing 1239 ounces. Afterwards Charters and Win Hall were arrested, and then McGuire, Fordyce, Bow, and Turner alias Manns. At the first trial the jury disagreed, at the second trial Fordyce, Bow and Manns were found guilty, McGuire not guilty. Charters turned Queen's evidence. Fordyce and Bow were given imprisonment for life, and Manns was executed.

Of the stories told in connection with those early days one is of a pompous man just elected to Parliament. Going to Cobb and Co. he said to Mr. Rutherford that the payment, £300 per year, was not sufficient to live on in Melbourne, and he would like to supplement it, would Mr. Rutherford find him something easy and pay him £300 a year? It was a sure enough case of blackmail and Rutherford ordered him out. A few weeks passed, when this member asked a series of questions relative to the mail service. "What difference is there between Cobb and Co.'s bulk tender and the gross amount of all the other tenders? The reply was £27,000, information which the firm had been for years trying to obtain. The following year the firm's tender was increased by £15,000, so, instead of harm, the pompous school master did Cobb and Co. a heap of good.

Another incident was that in which Major Christie came to holts with the Company. Christie was then P.M.G. of New South Wales, and resented Cobb and Co. holding the monopoly of the mail service, although that firm was the lowest tenderer. Christie had let a mail between Deniliquin and Moama, to a contractor who never turned up, and Cobb and Co. carried it between the date and when the fresh tender was decided, for which, after they had obtained this new contract, they put in a bill for £1200 odd for the interim time. Major Christie refused to pay this, and it was not until two years after, when Sir J. Martin was Premier, that the latter said that Christie would have to pay the firm or walk out. The firm was paid.

A man named Lyle came from Victoria and secured the contract for mails between Orange and Forbes. For this Cobb and Co.'s factory built a coach, but would not deliver before the payment of £90. Eventually Lyle left for

Queensland, and Cobb and Co., who had been carrying the mail, put in a claim which the State had to pay. Mr. Rutherford naively said: "We charged so much for carrying the mails one way and an increased sum for the return journey, and gave the reason that it was up-hill coming back."

When postage on newspapers was abolished in New South Wales some of Cobb and Co.'s contracts had two years to run, and they refused to carry after a certain date except at an increased rate, owing to the increased number of papers. Fresh tenders were called by the department to close ten days before the ultimatum, and Cobb and Co. successfully tendered for seven lines for 2½ years at a gross increase of £6500 on the previous price. Later the Sydney-Yass tender was taken by a Yass publican, but Cobb and Co. reduced the passenger rate from £2 to 10s., and, a severe winter intervening, the rival was obliged to cancel the contract; then they got the price they wanted. The publican stored his plant, and when fresh tenders were called in three years' tried to obtain £1000 for not tendering. Here a good bluff was put up by Rutherford, who induced the publican to put his price to £1500, with the result that he was turned out of Rutherford's office. He went out threatening all sorts of things, but did not put in a tender.

In Tasmania Mr. Sam Page was the colossus of the coaching, but was subjected at times to spirited competition from Mrs. Cox, who had a love for coaching.

In South Australia the pioneer was Mr. W. Chambers, who was carrying the principal mail contracts in that State as early as 1849. He sold out in the early 50's to Mr. J. Rounsell, ex-sergeant of police in Adelaide, who carried on the business for several years, when it came into the hands of Hill and Fuller.

In West Australia there was no large service of coaching until the finding of Coolgardie, and the other following rich discoveries, when a highly efficient mail and coach service was established by Sidney Kidman and James Nicholas—an old-time Cobb and Co.'s driver in the Riverina. The service then established was a well-equipped and well-managed business.

SOME VICTORIAN AND NEW SOUTH WALES DRIVERS OF COBB AND CO.

One of the greatest drivers in the service in 1862 was Ned Devine, better known as "Cabbage-Tree Ned," because he always wore a hat of that style. Ned drove for several years between Geelong and Ballarat, an eight-horse coach, carrying 70 passengers, and upon the occasion of the visit of H. H. Stephenson's English cricketing team to Geelong, he drove the team on to the cricket ground behind 12 white horses, to the great delight and surprise of the Englishmen.

Devine was a native of Tasmania, and as a driver in the handling of big teams he had no superior. He was paid the almost incredible salary of £17 per week. It may be asked why he was paid such a wage as a stage-coach driver? The answer is very simple—his skill and courteous manner made him extremely popular, gaining him many friends, and it was well known to the firm that several wealthy men were prepared to provide him with capital to run in opposition. So, discretion being the better part of business as well as of valour, they adopted the line of least resistance, and paid the high wage demanded.

As stated, in 1862 Ned Divine acted as whip with a 12-in-hand for Stephenson's Eleven, the first team of English cricketers to visit Australia. At the conclusion of the tour the match committee presented Ned with a purse of 300 sovereigns at Birdsey's British Hotel, Geelong, in recognition of the capable manner in which he had handled the ribbons.

Jim Conroy, who died in June, 1906, aged 82, was another old driver. Born in Manchester, he came with his parents to Melbourne in 1842. His father erected a humpy on a block of land (where Buckley and Nunn's premises are now) but, attracted to Sydney, he sold the paddock for £12.

Jim first drove Manning's coach, Nelligan to Braidwood, New South Wales, in 1858. In 1860 he drove Crane and Roberts's coach from Campbelltown to Bargo Brush, and was so engaged when Cobb and Co. bought the line. Conroy kept ahead of the railway until he ran the stage to Goulburn. When the line reached that town he joined the Mail service and was in charge of the mail van between Sydney and the western town for 30 years. The old man's handsomest boast was that the length of his coach journeys was over 100,000 miles.

In "Old Times" Conroy gives some of his coaching experiences:—

"Coach driving wasn't all beer and skittles in those days. I was kept back three days once at Campbelltown with the floods, and when I did go on, the water was over the telegraph wires at Camden Flats. However, by going round by Sir William Macarthur's place I managed to strike the Razor Back, an ugly bit of road in the best of weathers. It took six hours to get through Bargo Brush, which was only six miles long, and I arrived at Berrima only twenty-four hours behind time. I have often had a black-fellow with fire sticks in front of me on dark nights.

"Bushrangers? Well I was stuck up twice. The first time at Tourang, between Goulburn and Marulan. I carried 12 passengers inside that trip, and one on the box. It was 10 at night. We had arrived at an angle in the road formed by two mountains, when a man rushed up the gully. 'Stop!' he shouted, and immediately fired. Well the report of the gun startled the horses, I gave them the whip and a free rein, and they went all they knew, until at last I pulled them up at Plumb's Hotel, Shelley's Flats. 'That was a most ungentlemanly bushranger.' I remarked to the passengers. If he had asked me properly I would have stopped. 'You take it mighty cool,' says one, staring hard. But bless you, I could afford to joke, we were out of danger. The inside passengers were badly scared, and one lady's dress was burnt by the smouldering wad from the bushranger's gun.

"About six weeks after this I had another experience with the knights of the road. It was a very dark night, and we had just passed Sidwell's Hotel, at the foot of Governor's Hill, when, suddenly, we came on four horsemen blocking the road with guns out. Well, I pulled up short to avoid being shot. 'All passengers get out,' was the order given by the leader. 'Haven't any inside passengers,' said I, whereupon they ordered Mr. Richardson, my only passenger, to get down off the box; after they had been through him they ordered me to get down. 'No fear,' said I, 'the horses would bolt if I did.' The men insisted, but the captain growled out, 'Shut up; leave him alone.' They then got the mail bags, and cut them open. 'You

fellows are fools,' I said, 'to run all this risk for so little.' 'How's that,' said one of them. 'Why,' I said, 'I'll be there's not a fiver in the bags altogether.' 'Well, I'm hanged if I'd have waited up this cold night if I'd thought that was all I was going to get.' 'Oh, you'll get something, never fear,' I replied, and sure enough they did—five years each.

"The way they were tracked was most peculiar. When the leader of the gang jumped up on the box to get the mails out of the boot, he exposed his shirt sleeve from under the blue blanket which he had used as a disguise, the pattern was a broad blue stripe and then a narrow one, and this was the clue which eventually led to the capture of the band.

"While waiting I thought I might as well have a smoke, and was putting my hand to my breast pocket to get out my pipe when one of the 'rangers pointed the muzzle of the gun at my head and said, 'Here, stow that, or I'll blow your blanky head off.' Needless to say I did not argue the point.

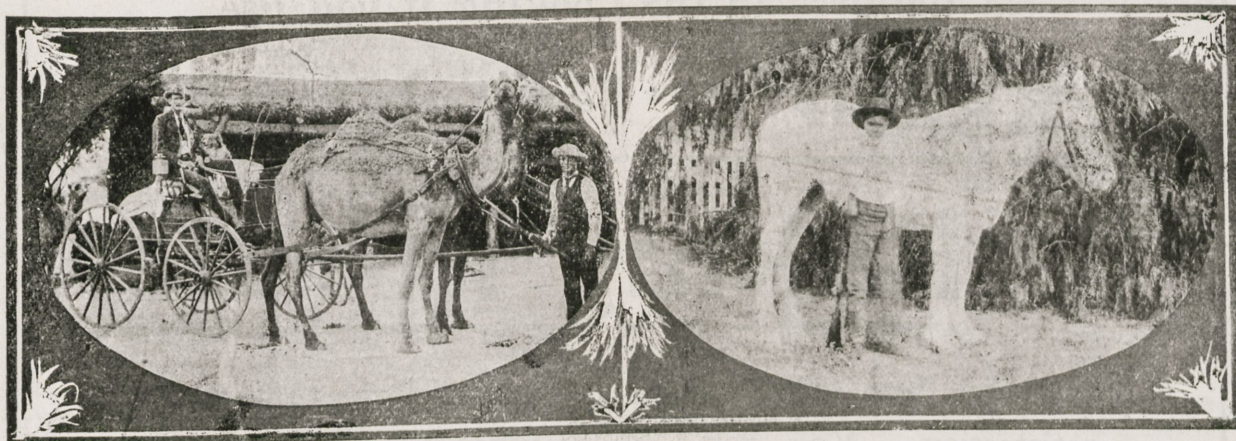
"My passenger, Mr. Richardson, was a good deal put out, as they had taken everything he had, including a cheque, and he therefore said it was useless his continuing his journey to Sydney. However, I explained to the captain that the cheque would be useless to him, and he gave it back. I always remember that night, because it was the only time I ever travelled on the road without a match. When Mr. Richardson had put one of the lamps inside the coach he laid it flat down instead of standing it up. The result was, of course, that it went out, and after the bushrangers had gone, we were compelled to continue the journey in the dark. However, in spite of the delay Mr. Richardson managed to catch the train for Sydney, where he had to appear in an important law-suit next day.

"I once did a bit of a record in driving a coach on three wheels," said Mr. Conroy. "That was when I was driving the gold escort from Bargo Brush to Campbelltown. The tire on the rear wheel burst, rendering it useless. 'Well, sergeant,' I said, 'what are we going to do now.' All the escort could see was that there was nothing for it but to go back and get another coach. However, I got out my tool box, and cut down a couple of saplings, and fixed up a sort of skid, and the weight of the coach was by this means balanced. None of the police would get into the coach without a trial trip. As the sapling wore out I had to get a fresh one, but we did the whole forty miles safely, being only three hours late.

"The horses used on the Great Southern road in those days were of the best, most of them coming from the thoroughbred stock on the Macarthur estate at Camden I generally used to handle four or five, but when the roads were bad I often harnessed up six. I may say that I was very fortunate in all my trips, and had no serious accidents."

W. H. Hampson, "the invincible," an old-time driver, was a dead shot with the revolver. He was a splendid driver, and always to time.

Hampson drove the coaches from Kempsey to Port Macquarie, Taree to Gloucester, Glen Innes to Inverell, Tenterfield to Drake, Lismore to Murwillumbah, Wialda to Goondiwindi, and, under Cobb and Co., from Dora Dora to Tooma in the Murray River district. He learned to drive under Robert Bates—"Silent Bob"—the most taciturn of Cobb and Co.'s drivers. It is recorded that a traveller asked "Bob" one day what was growing in a field



Camel mail in drought time.

A Station Mail Boy.

they were passing. A week after when the traveller was returning Bob suddenly ejaculated, "Loosum, I tell yer," and relapsed into silence.

"Tattersall" Adams was a frequent traveller on the North Coast, New South Wales. "He was a beautiful driver," said Mr. Hampson. "He learned to drive with Cobb and Co., then became a road manager, and later a commercial traveller. Whenever he got on the coach he would shift me off my seat and take the ribbons, and the way he would send those horses along was a treat to look at."

Hampson served in the S.A. War under General Baden Powell at Mafeking, and had his medal with five clasps. He had also a diamond ring and an address given to him by commercial travellers.

Edward Nathan, another of Cobb and Co.'s men, died in March, 1915, in Sydney. He was a little man, and weighed but 9st. 2lb., but it is stated that on the occasion of the visit of the Australian Eleven to Bathurst he carried two massive players of whom one was Bonor, across the road together. For several years he was road manager, and, when he retired in 1893, he was presented with a public testimonial and purse of sovereigns. He afterwards became Mayor of Orange. He was a good sportsman, and president of half a dozen country jockey clubs.

Jacob Russart was another of Cobb and Co.'s drivers. Once, he recalls, when driving over the Blue Mountains they arrived at Wascoes and found the place full of people. 'Twas polling time, but the day had been tiring and the arrivals wanted a sleep.

Tom Harrison, the Telegraph master, was on for a bit of fun, and started pelting Jacob with pillows. This angered Jacob and he picked up Tom, who was in his nightie, carried him to the bar tub where the girls were washing the glasses, and before all soused him in.

H. Barnes, another old-timer, who brought the first coaches to Queensland in 1866, was born in Beckley, Sussex, and came with his parents to Sydney when six years of age. At the opening of Ballarat they moved to Melbourne, and, later, young Barnes drove for Hobby, of Hobby and Hustead, storekeepers, Castlemaine, whose hobby was coaching, and who had coaches running between

Castlemaine and Ballarat. Later Cobb and Co. started an opposition line, but failed to run off Hobby's. Eventually Cobb's bought over the line, agreeing also to employ Mr. Barnes—a most successful driver, who was put on to the line from Digger's Rest, 22 miles from Melbourne, then the head of the line, to Castlemaine, 70 miles, driving a five, and later a seven-horse coach. When Cobb and Co. came over to the Lachlan Mr. Barnes was one of the drivers of the New South Wales outfit from Sandhurst in 1862. There were in addition to the coaches and feed wagons about 25 passengers, lawyers, diggers, doctors, etc., and it was a most enjoyable trip. Later he was driving on the Forbes-Orange road when bushranging was in its zenith, and was fired at several times, and wounded twice.

One time when at the Murga pub, then kept by Mants and German Jack, he saw a number of riders coming along the Forbes road. They proved to be Hall and Gilbert's gang and soon surrounded the hotel and collected all they could, getting a shock, however, when invading one of the rooms. They tore off the bed clothes from Mrs. Marr and her sister, then asleep in bed. Later Mr. Barnes was able to identify O'Malley, the bushranger shot by Campbell on the same road, and by good fortune missed the hold-up on the same road, of Driver Hunter, who carrying a previous night's hilarious crew of 25, was held up at a barricade about three miles out of Forbes. The bushrangers trussed up all the passengers, except one woman, and laid them out at the side of the road, as they were cleaned out. The woman had concealed about £300 in her headgear, and got off free; but vaunting the feat, made matters bad for many women whom the bushrangers stuck up later.

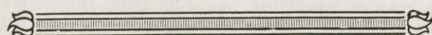
Among other drivers were Peter Torquay, on the Lambing Flat road, when Gardner stuck up the coach; Jim Nairn, driver of the coach out from Bathurst; Dan Mayne; Joe Thompson; and Jack Barry on the Mudgee road, a great one for pulling one's leg.

Jim Breen was groom and off-sider for Rutherford at Bathurst, and used to be on the box of the brake when Rutherford was breaking in horses. Jim Breen swore awfully each trip, informing the universe that Rutherford could not drive a goat. His language was the joy of the boys of the town. When Breen became too old to work

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You are sure to like it.

Sole Agents:

**GREGORY & DAVIDSON LTD.,
BRISBANE.**

Rutherford, who held all his men in affection, gave him a farm, horses, and equipment near Bathurst.

A remarkable feat in connection with Cobb and Co.'s great business is the wonderful immunity from fatal and serious accidents which it enjoys, notwithstanding the dreadful bush roads which had to be negotiated by day and night from the early days to the present. The early difficulties will be realised when it is stated that in 1853 there was only a stretch of 10 miles of made road between Melbourne and Bendigo (from Melbourne to Keilor) in a distance of 110 miles. After a service of 35 years with Cobb and Co. in Victoria and New South Wales, an old servant of the concern recalls but four fatal accidents to drivers. These were: Hal Hamilton, killed at Frying Pan Hill, on the Bathurst road about 1866, through the failure of the brake; George Bristow, killed coming down Mount Victoria, brought about by a bridle coming off one of the horses, causing the bolting of the team and capsizing of the coach; Tommy Hoyle, killed at Badaginnie on the Beechworth road, caused by the team shying and capsizing the coach over a pile of broken road metal; and Joe Ward, killed on Pyke's Hill, between Melbourne and Ballarat, through the failure of the brake, in 1872. And whilst the roads at that time were infested by gangs of bushrangers, and coaches were frequently bailed up and robbed, there were no fatalities among the drivers from that cause. The nearest approach to it was at Eugowra, when one of the Gardiner-Ben Hall gang, whilst engaged in bailing up the coach with the gold escort, persuaded the driver (John

Fagan) to pull up by putting a bullet through the hat he was wearing, and which he preserved as a memento of the occurrence. Mr. Fagan was until recently living, a prosperous squatter in the Carcoar district. It is further testimony to the care and efficiency of the drivers, as also to the capacity of management and the character of the rolling plant, that serious accidents to the travelling public were comparatively of rare occurrence, and it has been remarked on many occasion by travellers and tourists that it is very doubtful if in any country at any time a better managed or more efficiently equipped coaching service existed.

One accident is reported on a Victorian road where the brake snapped, and the coach bounded down a steep hill. A bridge over a gorge was at the foot, a steep precipice was at the side, so without turning his head, the driver loudly muttered: "I'll have to capsize you all," and he did on the cutting, and over went the coach into the bush. Strange to relate, although there were 30 passengers, all escaped injury except one woman, whose arm was broken. The promptitude of the driver undoubtedly saved the lives of the 30 passengers.

The enormous proportions to which the business of Cobb and Co. had grown in Victoria, N.S. Wales, and Queensland, may be estimated by the fact that by 1870 they were harnessing 6,000 horses per day, their coaches were travelling 28,000 miles per week, they were in receipt of £95,000 per annum in mail subsidies, and their pay sheet for wages exceeded £100,000 per annum.



Meeting of Cobb and Co.'s Coaches at Winton from Middleton, Longreach, and Kynuna.



Queensland Cement & Lime Co. Ltd.

Pulverised Limestone
as a Fertiliser
is highly recommended by all
Departments of Agriculture.



Portland Cement

Lime

Portland Cement

Manufactured by the MOST MODERN PROCESS.

WORKS:
Gore and Darra.

OFFICES:
Creek Street, Brisbane.

MAP OF QUEENSLAND

COBB'S COACH GUIDE

REFERENCE

Railway lines open for traffic
Under construction
Approved of by Parliament
Private Lines
Cobb's Coach Routes

LATEST STATISTICS OF THE STATE for Year ending December, 1911.

Area	670,500 sq. miles or 429,120,000 acres
Area Alienated	15,709,186
In Process of Alienation	9,025,029
Under Grazing and Scrub Selection	42,345,066
Occupation License	48,478,880
Area of Ruins	222,168,880
LIVE STOCK	
Cattle	5,073,201
Sheep	20,740,981
Horses	618,954
Pigs	178,208
201,129 Sheep and 444,264 Cattle were slaughtered for	
Furnishing and Preserving The balance—677,221 Sheep	
and 34,840 Cattle—being for Home Consumption. Net	
Export—live by land and sea—Cattle 85,294, Sheep	
POPULATION—Preliminary Census, 1911. 201,846	
Males	829,074
Females	275,969
Total	605,043

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Total 605,043

≡ WHERE TO ≡

An air of comfort greets the visitor to the Hotel Australia.

The instalment on the most modern and scientific principles of Sanitation, Lavatory Convenience also Hot, Cold, and Needle Baths, and lighted throughout by Electricity gives the Proprietor the undoubted right of pre-eminence in Hostelry, Smoking and reading lounges together with the comfortable apartments

VALLELY'S **FIRST CLASS**
Hotel Australian **RESIDENTIAL**

CORNER OF
QUEEN AND ALBERT STREETS.

BRISBANE

PHONE 5387 A Home from Home

TARIFF FROM 10/6 day

of the whole house makes the Hotel Australian really a Home from Home.

Within 3 minutes walk from the Railway Station, Wharves, and Post Office, Botanical Gardens, it becomes the axis of the City Adjacent to the principal places of Amusement. All trams pass the door.

Letters and wires receive immediate attention.

Peter Vallely,
Proprietor.

JUST OPENED Retail Wine and Spirit Store, adjoining the Hotel, all Country orders promptly executed.

COBB & COMPANY LIMITED

MAIL CONTRACTORS

Forwarding Agents, Coach and Buggy Manufacturers, General
Merchants and Suppliers of Motor Requisites.

Head Office:

NORMAN CHAMBERS, CREEK STREET, BRISBANE.

Directors:

Messrs. ALFRED UHL (Chairman).	HERBERT UHL.
WM. ROSS MUNRO.	Dr. E. D. AHERN.
	W. N. MORCOM.

Secretary:

G. W. F. STUDDERT, F.A.I.S.

Traffic Inspectors:

E. A. PALMER.
C. E. SEARCH,
F. RICHARDS.

Auditors:

HENRY J. OXLEY & SON.

Agencies and Agents at:

AUGATHELLA (J. Campbell), BOLLON (A. Brettell), CHARLEVILLE (C. E. Search), CUNNAMULLA (W. H. Tuite), EULO (P. R. Beresford), JUNDAH (L. Stephenson), LONGREACH (G. Riddell), MITCHELL (Hammonds), MUNGINDI (A. Irwin), ST. GEORGE (E. Gallagher), SURAT (E. J. Simpson), TAMBO (G. H. Brown), THALLON (F. McLoughlin), THARGOMINDAH (R. Speedy), WINTON (R. Swan), YEULBA (A. Senyard).

Coach and Buggy Factory and Garage at Charleville.

General Stores at Yeulba, Thallon, and St. George. Forwarding Undertaker at Thallon and Yeulba.

Agents for STATE GOVERNMENT INSURANCE DEPARTMENT.



Messrs. Cobb & Co., Ltd.

Directors and Secretary.

- (1) MR. A. UHL (Chairman), (2) W. N. MORCOM, (3) DR. E. D. AHERN, (4) W. ROSS MUNRO
(5) MR. H. UHL, (6) G. W. F. STUDDERT, F.A.I.S., Secretary.

Cobb & Co. in Queensland.



THE genesis of Cobb and Co. in Queensland was in 1865, when Mr. H. Barnes, who died in April, 1917, one of the old drivers and road managers of the firm, came to Brisbane to inspect, and shortly after brought the first turn-out, consisting of 16 coaches in all, made at the Bathurst factory of Cobb and Co. The first line was from Brisbane to Ipswich, the mail tender for which had previously been held by John Nolan. Cobb and Co.'s tender commenced in 1865, Mr. H. Barnes opening the line with a team of 12 horses, he being strapped to the box.

I note in the list of mail tenders accepted for 1866 that Cobb and Co. were successful in the Brisbane to Ipswich, twice a day, £691; Helidon to Toowoomba, twice a day, £542; Condamine to Roma, twice a week, £831; Toowoomba and Warwick three times a week, £683.

The first manager was Mr. H. T. Millie, and the firm's advertisement in Pugh's almanac, 1867, over his signature, reads:—

COBB AND CO.'S COACHES.

Jan. 1st, 1867. Leaves Royal Hotel, Queen Street.

Brisbane to Ipswich, 6 a.m., 12.10, and 4 p.m.

Brisbane to Toowoomba, 6 a.m. and 12 noon.

Brisbane to Warwick, Mon., Wed., and Fri., 6 a.m. and 12 noon.

Brisbane to Dalby, Mon., Wed., and Fri., 6 a.m. and 12 noon.

Brisbane to Condamine, Mon. and Friday, 6 a.m. and 12.10 p.m.

Brisbane to Roma, Mon. and Fri., 6 a.m. and 10.10 p.m.

Cobb and Co. in Queensland was a separate concern from that in the South, although worked in conjunction, and Mr. Rutherford states that the partnership at first was split up as follows:—Mr. Jas. Rutherford, half-share, Mr. H. Barnes, one-quarter, and Mr. John Robertson one-quarter share.

The first stables were in Albert street, on the site now occupied by Fleming and Sons, iron merchants, a large hippodrome kind of building. In the centre were kept the coaches, and on each side was a row of stalls, with loose boxes in the corners. A great fire occurred in the 60's, and new premises were obtained, where is now the Queensland Machinery Co., Ltd., Albert street. Later, the firm, then under the management of F. Shaw, built premises at the junction of Queen street and Petrie Bight, where is now Jolliffe's show room, and near Uhl's saddlery works. Both of these were old employees of Cobb's, and shareholders.

Cook and Fraser ran a coach from Bigge's Camp (Grandchester) to Toowoomba, which Cobb and Co. bought, as also the one run from Toowoomba to Dalby by Mrs. Hartley, of the Jondaryan Hotel. The opening of the

Gympie goldfield and its subsequent development gave the concern a big lift, as the traffic from Brisbane to Gympie and from Maryborough to Gympie was enormous. It was a rough track and many will remember Schubert's camping place, now Woombye, and the crossings of the rivers, not to mention the Blackall Range, near the North Arm of the Maroochie River.

The road from Brisbane to Gympie had been inspected in 1867 by Whatmore, the Company's Brisbane road manager, who unequivocally condemned it. Mr. H. Barnes, at the urgent request of Brisbane and Gympie residents, who were most anxious to have a coach through to Gympie, was instructed to make a further inspection. He went through on horseback, starting in the afternoon, he pulled up at Tom Petrie's, on the Pine River. Leaving there the following morning he made a detailed inspection, reaching the Glass House Mountain pub, then kept by Mr. McGregor. Reaching Mooloolah the rough country commenced, but not difficult. The worst was at the Maroochie crossing, and the crossing of the Bottle and Glass Mountain, where on a large box tree had been cut by some previous traveller the diagram of a bottle and glass, and where special horses were required. Beyond this part of the Blackall Range there were no difficulties. Mr. Barnes reported this at Gympie and an enthusiastic gathering at Gympie was given the information that on certain improvements being made to the track Mr. Barnes was prepared to take the coach through. The latter then returned to Brisbane and instructions were given to open the line. The various stages with special teams of horses were established along the line, and the first coach moved out of Brisbane, four horses only being used for each stage, arriving in Gympie on the evening the second day, five minutes before scheduled time. A wonderful reception was given the coach on its arrival through Mary-street, and up to the Northumberland Hotel, cheering crowds accompanying it all through the diggings, and finally carrying off the coach driver (Mr. Barnes) shoulder high to the hotel for a night of festival.

In 1867 Cobb and Co. ran from Brisbane to Dalby, Condamine and Warwick, via Ipswich and Toowoomba. Later, the Gympie line was added, and extended to Maryborough. Then came the Brisbane to Sandgate service, and one from Beenleigh and Southport, Nerang, Tallebudgera, and Murwillumbah, while the Warwick line was extended via Stanthorpe and Maryland to Tenterfield, there joining on with the New South Wales system, as also at Murwillumbah. Later the other lines were extended north and west, and new ones established, until the co-partnership, in addition to managers and road inspectors in the South, had in more distant places, J. Coyle at Charters Towers; R. McMaster, Aramac; H. B. Taylor, Tambo; H. W. Shaw, Emerald; and J. Coyle, Roma.

For FURNITURE of Merit and Quality
at Reasonable Prices

YOU CAN'T BEAT

WALTON BROS., Valley, Brisbane.

(ESTABLISHED 1887)

Our Name is the Hall-Mark of Good Furniture.

WE HAVE OUR OWN PRIVATE FACTORY and every piece of WALTON FURNITURE is made from First-Class Materials and thoroughly Seasoned Timbers by Skilled White Tradesmen only. It is made to give a lifetime of honest wear and satisfactory service, and is guaranteed to stand the test of any climate.

OUR COUNTRY ORDER DEPARTMENT employs a large staff and is under our personal supervision. Every order receives prompt and careful attention. Goods are securely packed in straw, paper, and hessian by expert packers, free of any charge, and delivered to rail or wharf at Brisbane.

FOR COUNTRY RESIDENTS we have a Large Catalogue, containing nearly 1000 illustrations of Bedsteads, Bedroom Suites, Dining Suites, Sideboards, and all Household Requisites, which will be posted to any address free on request. Make up a list of your requirements from our catalogue and post it to us. It will have our personal attention and your Order will be executed as faithfully as if you came personally to our Showrooms.

FOR CASH TRANSACTIONS we allow a very liberal Discount of 10 per cent. (2/ in the £), which in many instances more than pays the cost of carriage. If required, we will be pleased to arrange terms to suit your convenience without any additional charge.

If you should be in Brisbane at any time we respectfully ask you to visit our extensive Showrooms and inspect the Superior **STYLE, WORKMANSHIP, and FINISH** of **WALTON FURNITURE**. After an inspection we are confident you will readily admit that Walton Furniture and our Reasonable Prices are all we claim of them, and that it will be to your advantage to

FURNISH YOUR HOME AT

Walton Bros
COMPLETE HOUSE FURNISHERS
BRUNSWICK ST VALLEY
BRISBANE.

Designers and Manufacturers of Superior Furniture.

Many are the incidents recorded of the early days of Cobb and Co. in Queensland. On October 27, 1866, a terrific storm visited Brisbane, buildings were unroofed and the town flooded, and Cobb and Co.'s Ipswich coach, loaded with passengers, was overturned by the tempest in South Brisbane, resulting in a loss of life and several injured.

On January 6, 1869, the coach from Gympie to Brisbane was stuck up by two bushrangers. W. E. King, of the Bank of New South Wales, and the Rev. G. King, who were passengers, behaved gallantly on this occasion and wounded the bushrangers who, however, escaped with £25 they had collected. Later, one, W. Bond, was arrested and in October of the same year was sentenced to a term of 20 years in goal.

The Roma to Charleville coach was stuck up in October, 1879, by an armed man named John Hazlin, who gained little by it. Constable Petit was on the coach, and, after some difficulty, arrested the bushranger, who received a sentence of 10 years. Petit for his gallantry was awarded £20 by the authorities.

On January 7, 1867, Wm. Jenkins, alias John Key, stuck up the Ipswich coach near Oxley Creek. Eventually he was arrested, and received a sentence of 18 years.

On April 7, 1868, three armed men stuck up the coach between Gympie and Maryborough. There were 13 passengers on the coach, and the bushrangers secured £200 in notes, 30 sovereigns, and 15 ounces of gold.

Two months after, on April 20, when near Currie's Hotel, Maryborough road, the Gympie coach was bailed up by five armed men who had a warm reception from one passenger at least. Mr. R. H. D. White, the bank manager, fought a desperate battle with the robbers. Eventually Mr. White succeeded in secreting himself in the near-by bush.

On June 9th, 1868, Gold Commissioner Clarke and Dr. Mason were stuck up by armed men near Kilkivan, and on September 4, 1868, the Gympie-Maryborough coach was stuck up and robbed by three men.

The early Queensland drivers included H. Barnes, Jerry Murphy, Jim Hunter, Yankee Bill, Jimmy Murphy, Tom Elms, Nick Holden, Rob McRae, Tom Amies, and Tom Kidd, and many a good story is told of their prompt action in times of danger. Of one driver, Nicholas Holden, on the Gympie line, Mr. W. Ruddle writes:—

"Nicholas Holden, a coach driver on one of the early Gympie coaches, was a witty fellow, and up to all sorts of larks. On one trip from Gympie, and coming down a steep ridge where at the bottom was a creek spanned by a culvert, about half way down Nick started the horses into a trot, then a canter, and then towards the bottom at full

gallop. Over the culvert they dashed to the terror of a load of passengers. After passing the creek he slowed down, and pulled up; the passengers thought it was a bit of his devilment, as he was whistling or yelling the whole time, and they began to berate him thoroughly. Nick jumped down and said 'Got a bit of a fright? Well you would have had a bigger fright had you known that the brake was gone, and I was keeping the horses going so that the coach should not run into them.' The Rev. Mr. Love, the Church of England Minister in the Valley, was on the box seat, and said it was the greatest fright he ever had in his life. He clung to the little iron guard by the seat and the coach swayed so much he expected to be thrown off or capsized every minute."

Of another driver Mr. Ruddle says:—

"I was once going from Brisbane to Ipswich, Tom Amies was driving. At one of the stopping places a new chum groom brought out some water in a bucket to give the horses a drink, a mare in the pole on the near side, would not drink, so the fool took off the head stall. The mare, instead of drinking, put up her head and looked around. Tom kept repeating in a low stern voice, 'Put on the winkers, put on the winkers,' which the new chum did; then Tom raised his voice, and what he said was unprintable. The groom seemed very much hurt at Tom's language and said, 'An shure I was only giving her a dhrink.' I was sitting on the box, Tom turned to me and said, 'That's the quietest horse on the road, yet I thought we should have a smash.' So did I, but I sat very quiet, knowing what a splendid man Tom Amies was with horses."

One comes across some of the old-time drivers or grooms of Cobb and Co. in very out of the way places, but none who have not a great love for the old firm and the men they were under. One of these is now at Morven, on S. and W. railway line—Harry Hansford, who started as groom and blacksmith at Gundiah, on the Maryborough-Gympie run, the year the Gympie diggings broke out. Eighty years of age, and still at work, he recounts many a story of the break-downs, floods, droughts, and difficulties of those early days. One was of the sticking up of the coach whereon was the Hon. H. E. King, Attorney-General. The latter quickly replied to the "Bail up" with his gun, and the driver lashing up the horses almost rode the bush-ranger down. Hansford, later, went on the Western Line, and was at Hodgson as blacksmith when Tom Gallagher came on as road manager. "As fine a man, and as good a judge of horses as any in Australia," said Hansford.

Another, J. O'Leary, I met at Cunnamulla. He joined Cobb and Co. in the 60's at Ipswich, when the firm, changing from the old North Star stables, put up at Lennon's.



A Northern Mailman.



Cobb's Coach at old Mareeba.



Mellum Creek, Gympie Road.



Mu-Ro Ointment is Marvellous for sufferers with sores!

The agony that men suffer—and women too—through neglecting sores, is almost incredible. Hundreds to-day are going through life, depressed and despondent, draining the dregs of despair. The fact that every sufferer can be cured in a few weeks, is even more astonishing. If you are one of the many sufferers, decide to-day to be rid of the worry. The more sceptical you are, the more pleased the “Mu-Ro” Ointment proprietors will be to put your case to the test. It has cured the most hideous sores—sores that have been the despair of men and women for years.

Mu-Ro ointment is an old Yorkshire remedy, possessing healing properties that are remarkable. Mu-Ro Ointment goes right into the heart of the trouble—scarifies the sore of all impurities, allowing the good rich blood to do its work and in a very short space of time thoroughly heals the spot.

Hundreds of testimonials are pouring in unsolicited, telling in glowing words of the miraculous cures “Mu-Ro” is making, and although no claims have been made concerning its efficacy in severe cases of piles, yet sufferers are telling of its splendid effect in this painful complaint.

Will you put “Mu-Ro” Ointment to the test to-day? The more stubborn the sore the more certain the cure, with “Mu-Ro.”

Testimonial.

Tarzali, via Cairns.

The proprietors of “Mu-Ro” Ointment.

Dear Sirs,—Just a line to let you know what your wonderful Ointment, “Mu-Ro,” has done for my bad leg. I knocked my shin September last, and I could not get it to heal up.

I tried several well-known remedies, but it got no better; in fact, it got worse. My friends told me I would have a bad leg for life. Then I saw your advertisement about “Mu-Ro,” and I thought I would try it, and I am very pleased to say it cured it in a fortnight. It made it painful and discharge the first week, and the second it healed up, leaving only a scar.

This happened in February, and it has never broken out again, and the leg is as sound as the other. Please accept my grateful thanks for what “Mu-Ro” has done for me.

I am, Sir,

Yours truly,

ARTHUR E. HITCH.

Price 1/6 small size. 2/6 large size.

Wash all wounds with Mu-Ro Medicated Soap.

**Your Storekeeper and Chemist sell it—if they do not write direct to the
Mu-Ro Ointment Proprietors, Box 92, G.P.O., Brisbane**

From there he went to Warwick, and then along the Western Line to Cunnamulla and Barrington. He related an incident, which shows how matters were entrusted to drivers in the early times. "Bob Martin," a brother of a well-known Brisbane auctioneer, driver between Dalby and Roma, coming to Brisbane to be married, was entrusted with £100 worth of 5s. pieces for the Bank of N.S. Wales, Roma. These were stolen from the buggy at Ipswich, but traced later through a game of general pool, whereat a number of new 5/ pieces turned up. A search at the house of a groom of Cobb and Co. revealed £70 more, and the groom received a sentence of nine months.

Later, O'Leary went on the Warwick line, when the Stant. orpe rush broke out, and the coaches ran the 40 miles out and back in a day, loaded with 16 to 18 passengers. A rough and expensive road on coaches and horses. The rough granite range induced puffed legs and greasy heels, but from which the horses soon recovered when removed to the western run. O'Leary then, in the early 80's, went out to the Western line, when the run was from Charlie Moore's pub at Roma to Bindango change, then to Mucka-

me not to undertake it, with an anxiety which could hardly have been stronger had I been his grandfather. I was, however, obstinate, and can now declare that I enjoyed the drive most thoroughly. It lasted three days, and took me through magnificent scenery; scrubs filled with tropical plants, long vine tendrils, palms and the parasite fig tree, and when a way has been cut through them the effect for a long time is lovely. I had, however, to acknowledge the monotony before I reached Brisbane, but I acknowledge also the great beauty of the scrubs and found some breaks in the mountains which were very grand."

Mr. Oscar de Satge, in his very interesting work, "Pages from the Journal of a Queensland Squatter," wrote of the Clermont-Aramac line in the early 70's:—

"So I stayed at Coreena with a lot of good neighbours, being men who knew what they were about. The only drawbacks were high wages and long carriage, though, as I have said before, all would have gone well had wool and sheep prices kept up.

"Soon after the development of the Aramac country we got a coach service from Clermont to Aramac, and

Old Drivers, etc., Cobb and Co.



John Miles.

Jos. Green.

Harry Haneford, Blacksmith.

Thos. Rumsey.

Harry Lumley.

dilla, Amby Downs, Mitchell (Quinn's), Womalilla, Moore's Creek, Woodhatch, Black's Water Hole, Morven, Mrs. Corbett's (then Saddler's Water Hole), the Dam (Dirty Dam), Bradley's Dam, and to Ted Bradley's at Charleville. From Charleville a coach went down the Warrego to Cunnamulla via Wallal (old Bubbligig), Green's pub, Jennings's Mangalore station, Murweh, Mack's Creek, Garner's Claverton, McCormack's pub, Coongoola (Armstrong manager), Tickleman out station, to Tattersall's Hotel, Cunnamulla, where the office of Cobb and Co. remains to this day.

Among the drivers on the Western run were Jack Hill, Charley Wild, Bill Reade, and Harry Bruce, and their return passengers often included a police escort for some poor looney shepherd, whose mind the loneliness of the bush had deranged.

Many distinguished visitors travelled by the Gympie line. Among others, Anthony Trollope, who, visiting Australia in the early 70's, went North to Rockhampton, and then returned to Maryborough, going thence overland by Gympie to Brisbane by Cobb and Co.'s coach. Of the journey he wrote:—

"I had been very much advised against the coach. I was told that the road, and the vehicle, and the horses, and the driving were so rough as to be unfit for a man of my age and my antecedents. One anxious friend implored

many a trip I took on Cobb's coach when it wasn't convenient to take my own buggy. These trips were often wet or dry; in the former case we had to wade over long distances of boggy ground, every now and then having to lever out the coach that had sunk to its axles. The shades of evening sometimes overtook us, and an impromptu camp had to be made without food, and with many a mosquito as companion. There would be generally a glass of grog, however, to be had from one or other of the passengers, whose provision lay in that direction. There are no harder worked men than Cobb and Co.'s drivers in the outside districts of Queensland, as they often have to drive with half-broken horses over half-made tracks, cutting in and out of the bush with nerve and wrists of iron. Most of the country between Clermont and Aramac was bad driving, and required great skill; the great point was an early start, especially in the hot summer months, when the heat and flies of the noontide hour became specially aggravating to man and beast."

Mention here may well be made to the brothers Gallagher, Tom, John and Edward, who from the early 80's were intimately connected with Cobb and Co., and the firstnamed, especially, well in the forefront of the coaching enterprise of the firm in Queensland. They were Hunter River natives and went out to the Balonne River

John Bridge & Company Limited.

Commercial Union Buildings, Eagle Street, Brisbane.

As the result of continual KEENNESS and ENERGY

“ John Bridge ”

are recognised throughout the country as Experts in the sale of

Wool, Stock, Produce, Properties, and Marsupial Skins.

If you have not done business with them, give them a trial.

You will not be disappointed.

John Bridge & Company Limited.

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Balmer & Crowther,

Iron, Brass

AND

Metal Founders,

17 and 21 Mary Street,

(near George Street)

BRISBANE.

MOTOR and ELECTRICAL CASTINGS
a Speciality.

Tel. 2741.

S. Ruddle,

MECHANICAL AND GENERAL

Engineer,

Iron and Brass Founder.



Maker of all kinds of Internal Combustion
Engines.

Complete Overhauling of Motor Engines.

Motor Boat Installations of all kinds.

Mary Street - - Brisbane



The Wet Season—Stuck Up.

and St. George country in the 70's. Tom, who was connected longest and closest with the Company, had the old Royal Hotel at St. George, and with his brother, John, started butchering in that town. Edward, who in 1883 went on as Northern road manager, was previously engaged in pastoral work on Gulnarbar, Noondoo, and Mount Hutton in the 70's. Tom and John, in 1879, took up the mail contract between St. George, the Bollon, Cunnamulla, and Thargomindah. This was a 340 miles run, then the longest in Queensland. In 1881 an arrangement was made to amalgamate this line with the firm of Cobb and Co., which then was in the form of a syndicate. It was then decided to form the whole concern into a limited liability company.

The late Mr. L. Uhl, whose portrait is included, was one of the well known men of Cobb and Co. He commenced as head saddler of the firm in 1866 in the first Albert-street premises, and when Cobb and Co. removed to Petrie Bight and commenced a coach building branch, became foreman of the whole of the works. He soon after became a shareholder and was appointed a director, which position he held until his death in 1905. In 1885, he, with his son, Mr. G. L. Uhl, acquired the saddlery business, which is still carried on as Uhl and Sons, wholesale and retail saddlers, Petrie Bight, and it says much for the work of this firm that there has never been a break with the work of Cobb and Co., the firm continuing to execute to this day all the work of this firm.

Mr. Alfred Uhl is chairman of directors, and Mr. Herbert Uhl, a director of Cobb and Co., and with Mr. G. L. Uhl, in conjunction with Mr. G. Studdert, the present secretary of the company, on the death of Mr. Rutherford, purchased the shares held by this estate in Cobb and Co.

COBB AND CO., LIMITED.

The first Queensland Cobb and Co., Limited, was incorporated in August, 1881. The capital was £50,000 in 500 shares of £100 each, of which 300 were then issued fully paid up, the balance being held by the Company for further issue. The shareholders then registered held the following value in shares:—

W. R. Hall (Sydney), £9,000; J. Rutherford (Bathurst), £10,000; F. Shaw (Brisbane), £2,000; I. T. Bartholomew (Goganga), grazier, £1,000; T. Gallagher (St. George), £600; C. M. Kirk (St. George), £1,000; F. C. Shaw (Bogantungan), £1,000; H. W. Shaw (Emerald), £900; H. B. Taylor (Tambo), £1,000; R. McMaster (Aramac), £400; J. Coyle (Roma), £200; W. J. Richardson (St. George), £200; L. Uhl, saddler (Brisbane), £200; J. Coyle (Charters Towers), £1,000; W. Jenkins (Mangalore), grazier, £100; John Bock (Cunnamulla), £400.

The Company reconstructed in November, 1902, and a new Company formed, which took over all the "lands, buildings, leases, stables, coaches, buggies, horses, and plant in the State of Queensland, and elsewhere, and also concessions, goods, chattels, monies, credits, bills, notes and things in action of the old Company." The new Company undertook to pay, satisfy and discharge all debts, liabilities, and obligations of the old company. Further, as a residue of the consideration for the transfer every member of the old Company in respect of each fifty pounds in the capital thereof held by him became entitled as of right to claim an allotment to himself or herself or to his or her nominee or nominees of twenty-five £1 shares in the new Company, with the sum of fifteen shillings credited as having been paid up on each share.

A new company was registered on April 2nd, 1903, with a nominal capital of £30,000 in 20,350 shares of £1 paid to 15s. and 9650 contributing shares. These shares being practically all held by the members of the old company.

On the formation of the Company in Queensland in 1881, a forward move was made, and, under the governing director, Mr. Rutherford, and roads manager, Tom Gallagher, Queensland was soon grid-ironed by Cobb and Co. In a few years travellers could go through from the south to the Gulf by Cobb and Co. and round to the seaboard at Port Douglas. There were some 4,000 miles of lines, the runnings totalled some 16,000 miles per week, with an equipment worth £50,000, using 3,000 horses and mail subsidies amounting to £24,000 per annum.

The extent of these lines can be recognised by the following list, and it is interesting also to recall the drivers on these lines of the eighties, all good men and careful, if fearless. "They brought in the coaches through flood or sunshine on time."

St. George and district to Thargomindah, via Bollon, Cunnamulla, Mitchell, and up the Balonne to Surat and Yeulba, lines of coaches ran with the following drivers:—

Geo. Macgilcuddy, Jim Murphy, Bill Mitchell, Pat Toohey, Jim Davidson, now at Surat, Dave Teys, Ned Manning, Bill Woods, Fred Richards, now road inspector at St. George, Alf. Jensen, Harry Weaver, who lately died at Thargomindah, Tom Anderson and Jim Anderson, who a short while ago met his death in a 'bus accident at Too-woomba.

Roma to Charleville, via Mitchell and Morven, had as drivers, Tom Merritt, Jim Burstall, Luke O'Malley, Jim O'Leary (now at Cunnamulla), Bill Bolton, R. Nicholson, Sandy Corbett, and A. Brumfield.



A Meeting of the Coaches, Winton Road.

A few of our Special Lines :

Alpine Snow
 Alpine Skin Soap
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 "Maltox," the Wine of Health
 Culinary Essences, "Beacon" Brand
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 Queensland Agents for J. Parry & Co's.
 Navy Sauce and Navy Custards.



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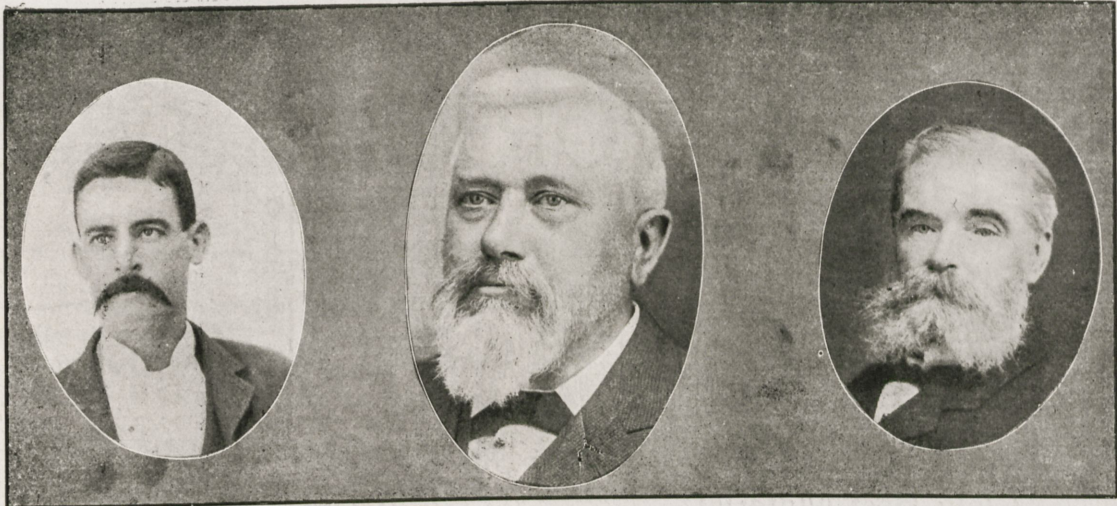
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Mr. F. Richards.

The late Mr. L. Uhl.

The late Mr. Fred Shaw.

Charleville to Adavale, via the Ward and Langlo, had as drivers, J. Coyne, E. Donohue, Andy Atkins (now holder of a grazing farm near Charleville), Dave Sinclair, and A. Wicks (now at Charleville).

Charleville to Cunnamulla, down the Warrego, the drivers were: Christie French, A. Thompson, and Bob Nicholson (who after acting as road inspector at Hughenden, took up a grazing farm, and, it is said, after a time sold out for £15,000 and is living retired near Sydney).

Cunnamulla, via Dynevor Downs to Thargomindah, drivers: E. Athorne, Joe Clarke, Charley Martin, Alex. Scott and W. Tuite, now manager of the line.

Cunnamulla, down the Warrego to Barrington, New South Wales: One driver only was on this line, Jim McCormack, who for 30 years drove this coach. He then retired and went to England, but the cold there drove him back to Australia.

Charleville to Augathella, Tambo, and Blackall line, drivers: Maurice O'Brien, Jim Brown, Alex. Teys, Bob Wright, Alf Lewis.

In the Central district, Batholomew had a coach running from Westwood in the early 70's to Clermont. This line was purchased by Cobb and Co. in 1877-8.

Blackall to Withersfield, then the head of the Central railway line, drivers: Jim Patterson and Bill Sutcliffe.

Withersfield to Aramac, drivers: Tom Nolan, and Bill Langdon.

Comet to Springsure, driver, Charley Hewson.

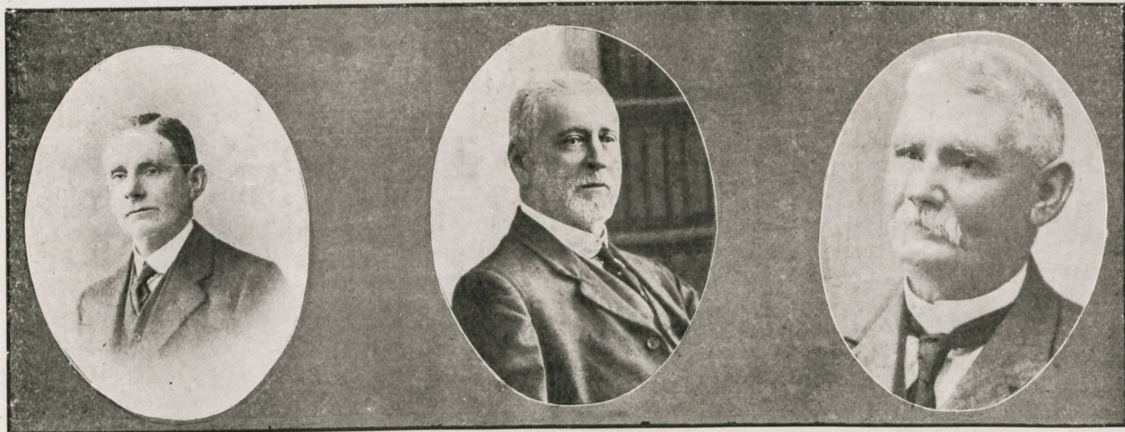
Aramac and Muttaborra, Thomson River, drivers: Walter Smith, and Bill Cooper.

Muttaborra and Winton, driver: Jack Long.

Winton to Cork Station, down the Diamantina, was only run for a short while.

Muttaborra to Longreach, drivers: Ned Palmer (now inspector in the Central district), Nick Egan, and Bill Hitzman.

Winton and Boulia, 249 miles, via the 20-Mile Hotel, Western Hotel, Elderslie, Woodstock, Llanheidol, across the Hamilton at Warenda, and on to Boulia on the Bourke, was one of the loneliest rides of the Western country. The

Mr. G. E. Search.
Inspector, Charleville.Mr. T. Gallagher,
An old time Road Manager.The late W. J. Richardson,
Road Manager and Inspector.

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Patronage.



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Commonwealth.

drivers on this route were: Tom Gardner, Alex. McMullen, Frank Ward, and Steve Wall.

Winton to Kynuna, by Ayrshire Downs and Dagworth up the Diamantina, was run by Jim Foster, Fred Richards (now of St. George), and Bill (his brother), Dick O'Donnell and W. Richardson.

Winton to Hughenden, by Oondooroo, Corfield and Stamford, drivers: W. Markwell, A. Thompson, and Bill Cox.

Hughenden to Muttaborra, up the Landsborough, was run for 16 years with but one driver, J. Thompson.

Hughenden to Charters Towers: This was run a few years only, Jim Hutchinson being the sole driver, and the time three days each way. As the railway was constructed this route was shortened.

Hughenden to Cloncurry, along the left bank of the Flinders, by Marathon, Richmond, to Nelia Ponds, and on to Eddington, Leila Vale, and across the Williams to Cloncurry, a journey of 240 miles. Bitterly cold in winter, and in summer a sweltering, hot, dusty ride. On this run were drivers Ned Manning, Big Jim Nowlan, a nephew of an old New South Wales coach contractor, Tom Burke, Mick Richards, and Alf Richardson.

Richmond to Mackinlay, on one of the heads of the Cloncurry, and about 40 miles east of the present Mount Hampden.

Cloncurry to Normanton, up the Cloncurry River to its Junction with the Flinders, past Donors Hill, and then on, by Paddy's Lagoon, to Normanton, a weird journey always, of about 260 miles. The drivers on this route included Jack Underwood, Harry Bourke, and Harry Bruce.

Normanton to Croydon, one of the vilest tracks in Queensland. When the floods were out, sheets of water miles wide had to be negotiated, especially when nearing Normanton, while in summer travellers thought they were visited by all the plagues of Egypt, together with a few which originated in the Gulf country. The drivers here were Jack Leonard, and Jack Warner, and in the "rush" days of the 80's and early 90's it was a busy line.



Gympie in 1867.

Croydon to Georgetown, by Kelly's, the Gilbert River telegraph station, and on past Forest Home, the Cumberland, and Durham, which was a little rough in places and boggy in others. On this line were Jim Macpherson, Bill White (a driver with Cobb and Co. for over 30 years, and still driving, on the Winton-Longreach route), and Little Bob, who ran the first horse mail from Cairns to Herberton.

Georgetown to Herberton, a rough track requiring the best of horses, tackle, and drivers. On this route were drivers Alf Jensen, Ned Richards, Alf Richardson, Jack Balsall, and Terence Carr.

Herberton to Port Douglas, by the present Atherton and Mareeba (Old Granite Creek), and on to Northedge and Mount Molloy, and across the range to Port Douglas; J. Green and Rod McCrae were the old-time drivers here.

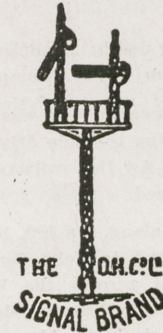
Two other lines ran in this district also, but for only a short while. One was from the Boonmoo Junction on the Chillagoe line to Mount Garnett, and the other, a



Charters Towers in the 70's.

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Everywhere that Cobb's Coaches have gone to, and still go to, throughout Queensland there will be found these brands of Footwear :—



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The old Star and Garter, Richmond, Cloncurry Track.

branch of the Herberton line, from Old Mount Albion silver mines to Mungana, via Oakey Creek, in the early days of Chillagoe.

Cooktown and the Palmier goldfields: This was a rough track, and, in the early days, a dangerous one owing to the treacherous and hostile cannibalistic blacks, who have recorded against them a number of murders of travellers, mostly Chinese, whom they thought made a more delicate and sweeter feast than the salter and more fibrous white man. Mick Brady drove this line for 17 years. Later he married, and is now settled in Cooktown.

The through coach line from Port Douglas to Croydon and Normanton was, in the tin mining days of the 70's, first run from Port Douglas to Herberton, via Granite Creek (Mareeba), and, at the opening of Croydon in the 80's, from Normanton to Croydon, a line of coaches also being run from Normanton to Cloncurry which linked up the service from that busy copper mining centre to the head of the Northern railway line from Townsville.

The line from Port Douglas to Herberton was one of the roughest in the State—ranges, gullies, creeks, and rough bush tracks the whole way. Eight horses started from Rose's old pub at Port Douglas and negotiated the track to the top of the range. From there four horses were employed. Granite creek was reached sometime in the night, and a daylight start made over further rough country to the Herberton tin diggings, on the Wild River, pulling up at Finnigen's Hotel, in the main street, some time when the stars came out. It was a cold ride, in winter time, over these ranges 3,000ft. high, and although at places the scenery was of the grandest description, the perished travellers were more taken with

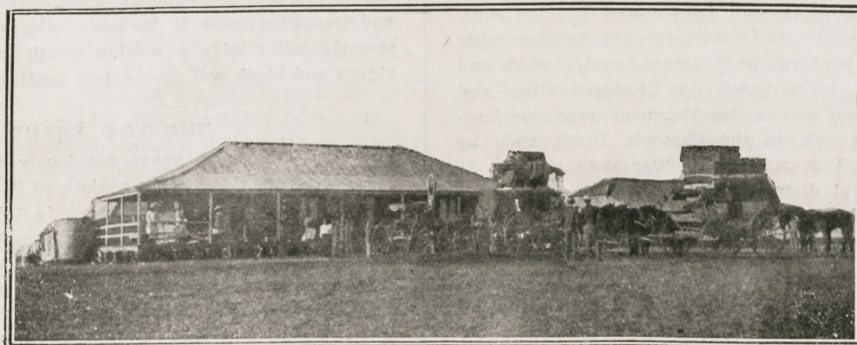
the prospect of a roaring fire at Finnigan's than the replica of "Caledonia stern and wild."

Although the Etheridge goldfield was opened in the early 70's, the boom which brought the field into great prominence did not occur until the late 80's, the Croydon field opening in 1885. A through coach mail was decided upon by the Government, and, securing this, Cobb and Co. made arrangements to extend their Normanton-



A heavy pull on the Mackinlay River, N. W.

Georgetown service and open up the track. There were no roads, in the ordinary acceptance of the term, from Herberton to Georgetown, and men were put on cutting a track, making formation where necessary, and grading, to avoid the difficult mis-named Featherbed Range on the Chillagoe road, and over the rough Newcastle range. The distance was about 160 miles from Herberton, via California Creek, Watsonville, Mount Albion, and Newcastle Range to Georgetown. The line was opened by Mr. T.



Mackinlay Hotel. Winton-Boulia Track



Cobb's Coach at Kynuna.

Gallagher, W. J. Richardson, after arranging everything from sea to sea, taking charge of the Port Douglas—Georgetown section, Ned Gallagher taking the Georgetown-Normanton end. This latter was a run of two days, the Half-way House being kept by Patterson, an old-time driver and road manager for Cobb and Co. It was at times an awful track, flooded creeks, boggy country, and heavy loads making of it a rough coach ride. Then in summer the dust and flies were fearsome.

The first coach was driven through from Port Douglas to Normanton by Harry Bruce, an old driver. During the Etheridge and Croydon booms no route was busier in the whole of Queensland. The coaches ran three times a week from sea to sea, once a week to Georgetown, once a week from Normanton to Cloncurry, and twice a week from Port Douglas to Herberton. There were, in addition, five lines of opposition coaches from Port Douglas, among others, Rod McCrae, an old driver of the firm, and Harry Chatfield, once of Mackay. Mr. C. E. Search, now inspector at Charleville, took charge at Normanton, Kruck taking the Croydon management, and among the drivers on this perilous road were Jack Lennon, Jack Warner (the old St. George-Surat driver, who, in crossing the flooded Balonne River, was swept away, losing coach and horses and almost his life). Chamberlain was another old Cobb's driver on this Northern track. He came from the Central district. Special horses and harness were kept for crossing the steep Newcastle range. Once the horses bolted down the range and the coach hitting a granite boulder was smashed to matchwood, and the leaders killed. The driver came off without very serious injury.

Among other old routes travelled by Cobb and Co. but now discontinued, were some well known and popular runs, including Longreach to Muttaborra, the dry weather route being up the left bank of the Thomson, past Bimbah and Fairfield, across Stuart Creek to Goodurly Hills and Camoola Park, then across the Thomson near the junction of Aramac Creek, to the Camoola Hotel, then by Westbury, Ambo, Weewandillo to Warrando and on to Muttaborra, a total distance of 75 miles, a good day's journey. When the floods were out the route was across the river at Longreach and then by Springvale, Bexley, Dalmore, Yanburra and the Camoola Hotel.

There was the run also to Muttaborra from Barcardine, via Aramac, and then by Stainburn Downs, Kelly's Dam, Tuaborra, Aviemore and Thorley.

The Winton to Kynuna was a two long days' journey of 103 miles. Leaving the North Gregory Hotel before cockcrow, and then over the downs for which this district is famed; past the 16-Mile Gate, Cockatoo, Markwell to Ayrshire Downs, and then across to the big water holes on Diamantina River, and by the left bank to Whitewood night stage. Cold morning light saw one aboard again and shortly were passed Dagworth Station, a little off the track and then the old Dagworth pub. Combo was the next change, and one reached the one small street at Kynuna late in the afternoon.

From Kynuna a Northern route took passengers to the Cloncurry line at Nelia by Waniola, Rossvale, Glenferrie, the night stage at Toorak Hotel, and thence by Toorak Station to Yorkshire Downs and on to Nelia, a journey of 85 miles. The Winton to Middleton route, 115 miles, was on the old Boulia track, and went westward from Winton, crossing the head of the Diamantina River, passing Bonnie Doon, the 20-Mile Mail Change pub, Western Hotel mail change, Elderslie, Gurley, Dunbar and isolated Castle Hill, Butcher's Creek night stage, Woodstock, Ada Tank change, Archer Vale and Llanrheidol. From Middleton one went west a further journey of 120 miles across open downs and low ridges to Boulia, out on the Burke River, a township now reached from Selwyn railway station.

In the South there was the Dirranbandi to Hebel, on the New South Wales border, and on to Angledool. This journey of 67 miles was through black soil downs, belar, gidyea, box, brigalow, coolibah, and cypress pine forests and in wet weather was a horror. The journey took one day, and the route was by Currawildi, Bonabroke-it, Booligar, Nee Nee, and Hebel, a one-store lonely place.

Further west was the coach line from Charleville to Thargomindah, a three days' journey of 225 miles. This line went south-west from Charleville to the old Gowrie Hotel on the Ward, then across the Ward past Meecha, through the now notorious Dillalah, Yarrowvale, on the left bank of the Paroo, 60 miles from Charleville, to old Bierbank Hotel, Cowley, 100 miles, Coolibah Well, South Comonzen Woolshed, and then to the Bulloo River at Ardoch, 170 miles, Soonah Crossing, Norley, and then Thargomindah. Some magnificent country is on this track and travelling over it in early winter, when the grass spreads miles wide a waving swath over the red loam ridges and black soil downs, is a continuous pleasure.

THE C.O.B. BRAND.

Used for many years previously the brand of this coaching firm, C.O.B., was registered in Queensland, when the first Brands' Act became law in 1872, in the name of Cobb and Co., Brisbane and Cunnamulla. It was transferred to the name of W. R. Hall, Claverton, Cunnamulla, in 1893. In 1909 it was transferred to the name of J. Rutherford, Davenport Downs, Winton; and then in 1916, to Thos. Purcell, Galway Downs, who now owns this famous brand.



Charleville Post Office, 1894. The Cunnamulla and Adavale Coaches.



Mr. H. B. Templeton,
Dep. P.M. General.

The Mail Services and Cobb & Co.

THE firm of Cobb and Co. was always in intimate relationship as contractors with the Postal Department, once indeed having as Chairman of directors a Postmaster-General; and since its commencement has always had blazoned upon its panels "Royal Mail," while the records of the department show that its undertakings are always well and faithfully carried out in flood or drought, storm or shine, and until the arrival of this dependable firm, it appears in the records that the department were faced with innumerable difficulties to secure proper delivery of the mails.

The postal department of Queensland can be said to have commenced in 1842, when Moreton Bay, as it was then termed, ceased to be a penal settlement. Mr. White was the first postmaster, the mails being despatched to Sydney by small sailing vessels as opportunity offered. On the death of Mr. White in the following year, Mr. Slade was appointed to the position, and the A.S.N. Co.'s Sovereign (wrecked in 1847 at the South Passage) began to ply between the port and Sydney, but her trips were very irregular. In 1845 a post office was established at Drayton, and in 1846, one at Limestone (now Ipswich) and a mail service established between, Ipswich, and the Darling Downs, extended the following year from Drayton to Armidale. In 1848 a post office was established at Warwick, and the Tamar took the place of the wrecked Sovereign. Mr. W. A. Brown, C.P.S., was appointed postmaster. In 1849 post offices were established at Callandoon, Gayndah, and Maryborough, and in 1850 at Goode's Inn (Nanango), and postal lines between Drayton and Gayndah, Warialda, and Callandoon.

In 1852 Captain J. E. Barney was given the position of postmaster, and a letter carrier appointed in Brisbane, and lines were extended to various parts. In 1855, on the death of Captain Barney, Mrs. E. Barney was appointed postmistress. In 1859, when the colony of Queensland was proclaimed, and the postal department re-organised, the Hon. R. R. Mackenzie being the Acting P.M. General, the staff consisted of a postmistress, three clerks, two letter carriers, and one messenger and sorter. All housed in a mean building, too small for the, for those old times, heavy mail.

Although a coach ran from Brisbane to Ipswich and Drayton, from the early days the service does not appear to have been satisfactory, for we read in the 1865 report of the P.M. General, the Hon. T. M. L. Murray-Prior, "The tenders of the well-known mail contractors, Messrs. Cobb and Co., having been accepted for services between Ipswich and Brisbane, and Grandchester and Toowoomba, very commodious coaches have been placed on these lines. I fear, however," he adds, "that the coaches used between Brisbane and Ipswich may prove too heavy in bad weather."

In the report for 1866 the following appears, "The contracts of the firm of Cobb and Co. by coach, which now include from Brisbane to Ipswich, Dalby to Condamine, and Toowoomba to Warwick, have been carried out with the greatest regularity." As time went on these services were extended, and in the reports of later years we find some interesting information under "Tenders for mail services," Cobb and Co., two and three years:—

1874.—Brisbane to Nerang via Beenleigh and Coomera, £730 per annum, increased the next year to £900.

Brisbane to Gympie, via Stewart's Ferry and Yandina, £1,800 p.a., increased to £1,980 p.a.

Brisbane to Ipswich, £850 p.a.

Dalby and Condamine, £900 p.a.

Condamine and Roma, £1,100 p.a., the following year increased to £1,650 p.a.

Warwick to Stanthorpe, £694 5s. 8d. p.a.

Maryborough to Gympie, £1,000 p.a.

Westwood to Clermont and Copperfield, £3,000 p.a.

Stanthorpe, Ballandean, and Bookookookara, £200 p.a.

1875.—Brisbane and Oxley W., £478 p.a.

Townsville and Ravenswood, £700, increased to £900 p.a.

Houghton to Charters Towers, £500 p.a.

Rocky Creek to Boolburra and Clermont, £2692 p.a.

1876.—Brisbane and Sandgate, £200 p.a.

Dalby and Condamine, Roma and Charleville, £5,150 p.a.

Duaringa and Springsure, £1,400 p.a.

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FENWICK & CO'S. SALES OF CATTLE, CALVES, SHEEP, LAMBS, and PIGS placed them at the head of the list of Selling Agents at Newmarket Yards for 1916. **FENWICK & CO.** have splendid paddocks for spelling and watering stock. SEND PARTICULARS OF FAT OR STORE STOCK for PRIVATE SALE.

FENWICK & CO. will secure HIGHEST VALUES for KANGAROO, WALLAROO, WALLABY, FUR & GOAT SKINS, HIDES, CALFSKINS, SHEEPSKINS, HAIR, BEESWAX, TALLOW, etc. Advances available if required. Write for Market Reports.



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Stanthorpe and Wilson's Downfall, £220 p.a.

1877.—Dingo to Copperfield, £2,324 p.a.

1879.—Springsure to Blackall, £3500 p.a.

Comet and Springsure, £937 p.a.

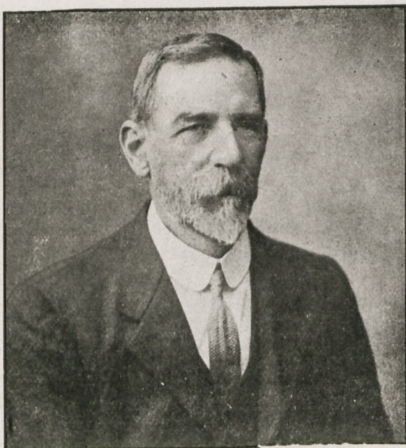
Copperfield and Aramac, £1,500 p.a.

Cooktown and Byerstown, £1,400, increased to £1,735.

Ulebar and St. George via Surat, £1,100 p.a.

In 1880 bulk tenders appear to have been instituted, and a subsidy of £11,070 was paid for 10 lines of coaches. In 1882 twenty-two lines were listed with a subsidy of £16,225 p.a., while in 1883 a similar number of lines received £15,420, and in 1884 £13,920. This reduction was due to the shortening of the distance run owing to the extension of the railway lines. The increase in these last mentioned years of the mail services was very great, and has steadily increased, and now one looks with interest on the enormous business of the postal section of the Post and Telegraph Department of this State, as previously stated at the commencement of the colony, there was a belapidated office with seven officials and presumably a few bags of mails; to-day there are some 2,600 permanent officials and over 1900 other officers employed in post and telegraph work. The annual work of the service includes the distribution of some sixty-seven million letters and postcards, over thirty million newspapers, over eleven million packets, a million parcels, and money orders and postal notes in value over 3 million sterling. The telegraph services over 10,673 miles of line with 32,463 miles of wire include 2,370,000 messages transmitted with an additional 500,000 messages received into Queensland.

The enormous work of this great department is under the control of the Deputy Postmaster General (Mr. H. B. Templeton) who, with his officers, is responsible for the smooth and safe working of all the thousand items which go to make up this vast enterprise. In respect to the mail services the head of this branch is the Senior Inspector, Mr. M. Berkman. Both of these officers have grown up with the service and to whose credit, and their associate officers, is due the high public opinion and regard in which this department of the public service is held.



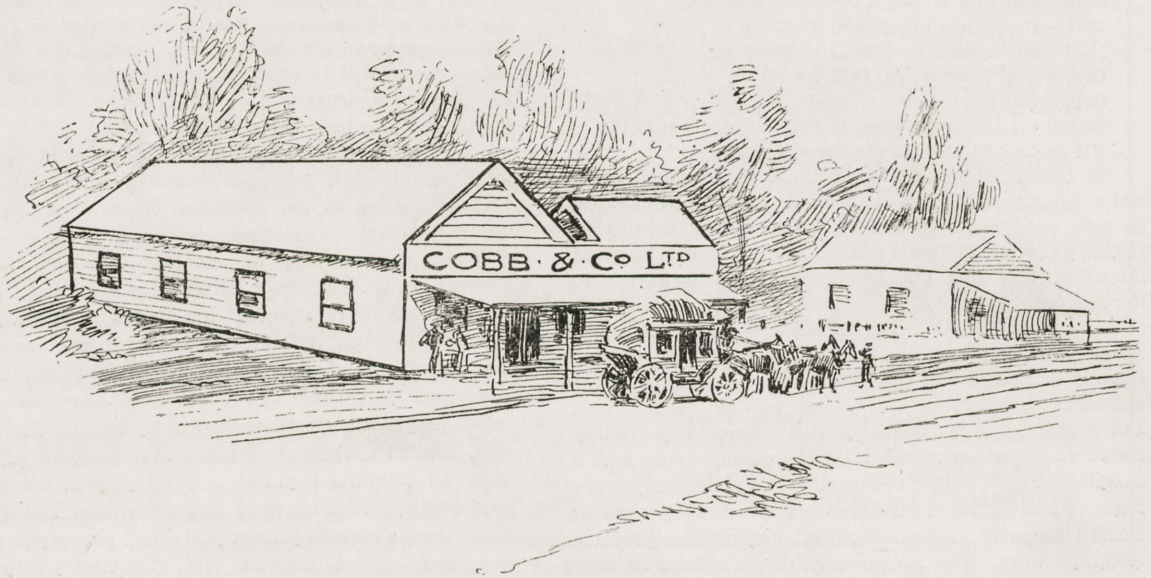
Mr. H. B. Templeton, Deputy Postmaster General for the State of Queensland, entered the service in January, 1885, as probationary clerk, G.P.O., Sydney, and from the outset determined to obtain a comprehensive grasp of the business of the department. In 1893, upon the amalgamation of the post and telegraph departments in N.S. Wales, Mr. Templeton, who had become well versed in such subjects, was placed in charge of Postal Union and other Convention matters on the certificate of the then Dep. P.M. General—"that it was absolutely necessary to utilise his efficiency and knowledge in connection with such matters." Thereafter, Mr. Templeton became the recognised authority on all matters affecting the Postal and Telegraphic relations between the N.S. Wales department and other Australian and ultra-Australian administrations, and all subsequent parcel post and money order conventions were either prepared, or when submitted by another administration, revised by him. He had also a close connection with all inter-State postal and telegraphic conferences held subsequent to his entry into the service, and was secretary to the most important postal and telegraphic conference ever held in Australia, viz., that held just prior to Federation, when the permanent heads of the six States, inter alia, drafted a Post and Telegraph Bill, which was the basis of the existing Post and Telegraph Act.

On the 1st July, 1901, Mr. Templeton was transferred to the Central Staff, Postmaster-General's Department, Melbourne, and during his connection with that staff he rendered loyal assistance to the permanent head and the several Ministers who from time to time controlled the Department, in placing postal and telegraphic matters and practices on a uniform and satisfactory footing.

Up to January, 1907, Mr. Templeton was accountant and senior clerk on the central staff and then chief clerk, until his transfer to Queensland, when he was promoted to his present office of Deputy Postmaster-General for Queensland, which he has held for over 9½ years.

Mr. Templeton is by examination a Fellow of the Queensland Institute of Accountants and a member of the Council and Examining Board of that body. He is also an Associate Member of the Victorian Institute of Accountants, and a member of the local council of that Institute. Prompt and courteous in all matters he stands high in the minds of the public as one of our ablest administrators.

The Senior Inspector is Mr. M. Berkman, one of the most experienced officers in the service, and thoroughly in touch with all matters affecting the mails throughout the State. He joined the staff at Grandchester in 1876, was transferred to Brisbane in 1879, appointed postmaster at Bowen 1886, Innisfail 1887, Cairns 1887, at which busy place he was in charge during the construction of the great Cairns-Herberton railway line. In 1896 he returned to Bowen as Assistant District Manager, Northern division. In 1904 he became District Inspector, Central District, and was appointed Senior Inspector, Brisbane, 1905, the position he still holds.



Yeulba Stores and Booking Offices, Cobb and Co., Ltd.



Cobb's Coach at Speedy and Co.'s Store, Thargomindah.



The Old Georgetown Coach.



A Halt on the Road.

Present Day Coach Routes of Cobb & Co.

THE present day coaching routes of Cobb and Co. are:—

THALLON, on the South-western line, south to MUNGINDI, on the Barwon River, New South Wales border, 33 miles.

THALLON, North to ST. GEORGE. SURAT, and YEULBA, on the Western line, 182 miles.

ST. GEORGE to MITCHELL, 152 miles.

MITCHELL to BOLLON, 148 miles.

CUNNAMULLA to THARGOMINDAH, 135 miles.

CHARLEVILLE to TAMBO, 134 miles.

LONGREACH to JUNDAH, 154 miles.

LONGREACH to WINTON, 128 miles.

THALLON is 386 miles from Brisbane, and 93 miles west of Goondiwindi, and is on the old track down the Moonie River to New South Wales. It was here I first came in touch with that great firm above all others, who pioneered the development and settlement of the interior of Australia, the great coaching house of Cobb and Co. Before railways pushed their way to the West, when teams and pack horses took weeks to journey to their destination, ere locomotives and motor cars were considered a possibility on these Western plains, the enterprise of this firm, headed by that grand administrator, James Rutherford, with his right hand men, the Gallagher Brothers, and a contingent of road managers, agents, drivers, and change staff, kept open the ways to civilisation. If a history of enterprise in this country is written, the foundation stone will have graven deep in it the name of Cobb and Co., who kept open the roads and made habitable the uninhabited parts of this continent. So it was with some feeling I entered the store at Thal-

lon, over the entrance of which this thrilling name is written, and arranged for the run to Mungindi. This was by Cobb's 25 h.p. Hup., which means of conveyance, in addition to coaches, Messrs. Cobb and Co. have installed on several of their lines.

THALLON TO MUNGINDI.

Mungindi, on the border of Queensland and New South Wales, on the Barwon River, is 28 miles south of Thallon. The first part of the journey is alternate sandy loam and black soil, through scattered box and cypress pine, and the Prickly Pear, acres and clumps, groves and young shoots in myriad ranks, arrayed in green, and, in between, herbage, but no grass, and rabbits in hundreds, with now and then emus jaunting their swinging forms in curious twists through the park-like forest. Nine miles from Thallon, through the Bullamon paddocks we pass through a dog-proof fence gate into a boggy stretch of belar forest, and then through the Glencoe paddocks of rich, sandy loam. Much money has been spent on these paddocks, and they appear free from prickly pear. Past here we enter into a sheep property of J. R. Lomax, owner of several pastoral holdings, and a pioneer of Blackall with Macnaughton, from Springsure, in the 60's. We now enter the Weir black soil plains, a great stretch of rich loam on the Southern side of which, near the Mungindi racecourse, is the Two-mile Hotel, the only house on the 28-mile stretch. Two miles on is Mungindi, which owing to heavy rain was reached after plowing through mud and carefully following a previous wool waggon track. We got off this track once to what looked like a nice level run, and were glad to struggle back, for we were slowly sinking to our axle.



St. George Coach and Mungindi Car at Cobb and Co.'s Stores, Thallon.

Wool, Stock, Tallow, Hides, Sheepskins.

Whatever you have to sell, you can be sure that if you send it to Winchcombe, Carson, Ltd., they will do their utmost to get you the highest price for your product. No detail of skill or care or trouble will be neglected if it will increase your returns.

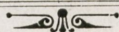
Send Your Next Consignment to

Winchcombe, Carson,
Offices: 99 Eagle Street, Brisbane. Limited,

CONSIGN WOOL : BULIMBA, BRISBANE. STOCK PADDOCKS : ENOGERA, adjoining Saleyards.
PRODUCE STORES : ALBERT STREET, BRISBANE.

WOOL, &c., FROM THE NORTH MAY BE CONSIGNED THROUGH
Samuel Allen & Sons. Townsville, or John Macfarlane & Co., Rockhampton

Morrows Limited,



The Leading House
for
Biscuits, Chocolates,
Cakes and Confectionery
of every description.

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FLINDERS STREET, TOWNSVILLE.

Henry Dent, M.P.S.,

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289 QUEEN STREET, BRISBANE.

Dispensing of Physicians' Prescriptions
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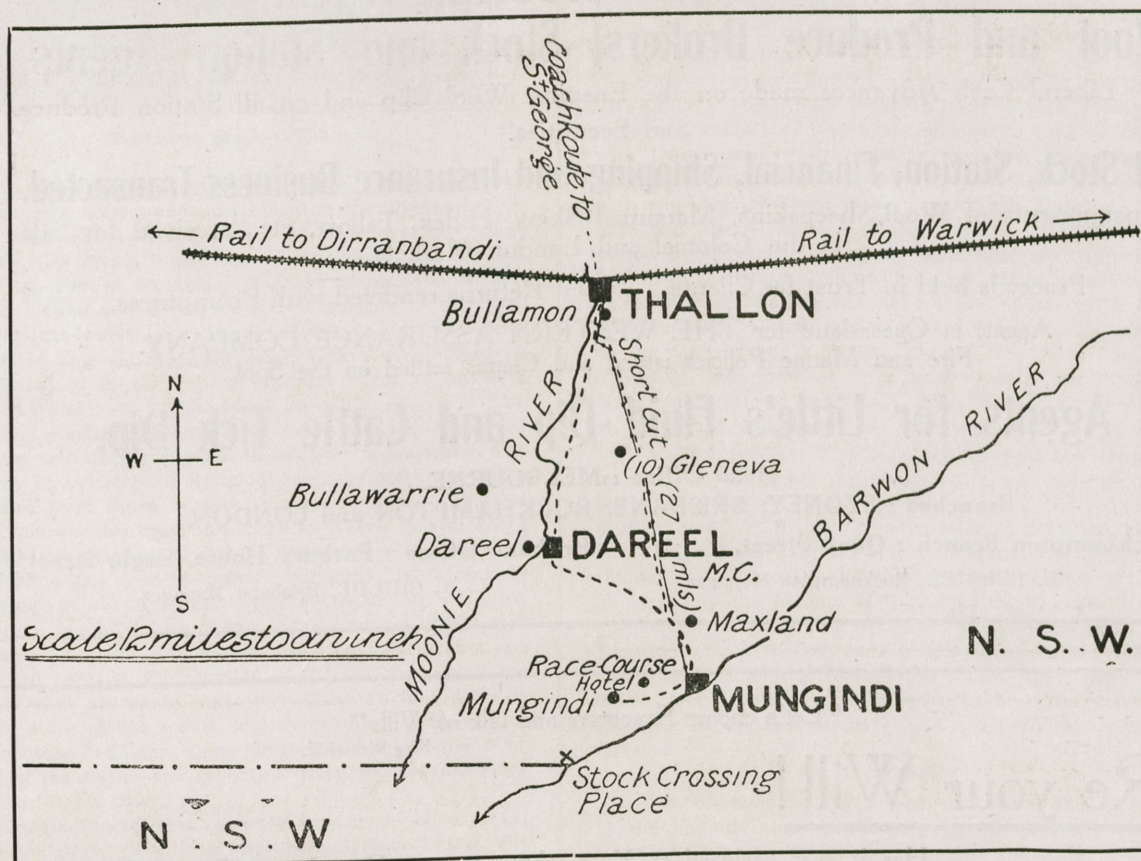
Country Orders promptly attended to.

'Phone 1421.

Supplies of the best produce may be obtained from our Store at Thallon, prompt forwarding service maintained.

Thallon to Mungindi.

Mail Service
No. 549.



Thallon to Mungindi, 33 Miles.

MOTOR CAR FARES.

Thallon to Dareel	0 12 6
Thallon to Mungindi	1 0 0
Dareel to Mungindi	0 7 6

FREIGHTS.

Thallon to Mungindi, 1d. per pound.
Brisbane to any place on Map, 3d. per pound.

PARCELS.

Parcels received in our Brisbane Office for any place on Map up to 4.30 p.m. on Wednesdays and Fridays.

MOTOR TIME TABLE.

Leaves Thallon, Thursdays, 3 p.m.; and Sundays, 9 a.m.
Arrives Mungindi Thursday, 5 p.m.; and Sunday, 12 noon.

RETURN.

Leaves Mungindi, Mondays, 9 a.m.; and Fridays, 9 a.m.
Arrives Thallon, Mondays, 12 noon; and Fridays, 12 noon.

MOTOR SERVICE.

A powerful 40-50 h.p. Cadillac Car will run from Thallon to Mungindi as required. All Motor and Cycle requisites may be obtained or ordered from our Thallon Agent at **Brisbane Prices**, or ordered direct from Brisbane Head Office.

Special Motor Trips may be arranged at Thallon or St. George.

MAILS CLOSE.

At G.P.O., Brisbane, Wednesdays, 4 p.m.; and Saturdays, 6 a.m.
Parcel Post, 3 p.m., Wednesdays and Fridays.

Ask for your Parcels to be sent through Cobbs.

Goldsbrough, Mort & Company Ltd.

BRISBANE and ROCKHAMPTON.

Wool and Produce Brokers, Stock and Station Agents.

Liberal Cash Advances made on the Ensuing Wool Clip and on all Station Produce and Securities.

All Stock, Station, Financial, Shipping and Insurance Business Transacted.

Consignments of Wool, Sheepskins, Marsupial Skins, Hides, Tallow, etc., received for Sale in the Colonial and London Markets.

Proceeds held in Trust for Clients.

Returns rendered with Promptness.

Agents in Queensland for THE WESTERN ASSURANCE COMPANY.

Fire and Marine Policies issued and Claims settled on the Spot.

Agents for Little's Fluid Dip and Cattle Tick Dip.

Head Office : MELBOURNE.

Branches : SYDNEY, BRISBANE, ROCKHAMPTON and LONDON.

Rockhampton Branch : Quay Street.

Brisbane Office : Parbury House, Eagle Street.

H. PERRIER, Rockhampton Manager.

L. A. CHILDE, Brisbane Manager.

"Let's choose Executors and talk of Wills"

King Richard II.

Re your Will!

Has it ever occurred to You why so many People prefer a Trustee Company to act as their Executor or Trustee?

The reason is clearly shown in Free Pamphlet regarding "Executors and Wills."

issued by

The Union Trustee Co. of Australia Ltd.

Write or call for a copy.

This Company has been established 32 years and is the only Trustee Company with Offices in more than one State. £52,400 lodged with State Governments as security.

Directors:

Hon. A. H. Whittingham, M.L.C. (Chairman).
G. S. Murphy, Esq. (Vice-Chairman).

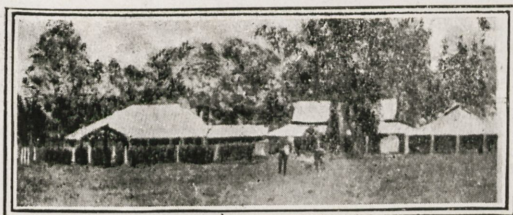
A. D. Walsh, Esq.
Hon. Peter Murphy, M.L.C.

F. E. Cobbold, Esq.
J. K. Stewart, Esq.

Manager - - - H. W. Byram.
Assistant Manager - A. E. Norden, A.F.I.A.
Pastoral Inspector - S. P. Fraser.

Offices Corner George and Queen Streets, BRISBANE.
48 Young Street, SYDNEY.
333 Collins Street, MELBOURNE.

Write or call for any information as to the Company or your Will.



Bullamon Station, Thallon.

Mungindi consists of two sections. One of scattered houses, two hotels, and post office on the Queensland or right bank of the Barwon River, the other over the bridge on the New South Wales side of that river, and consists of a fine row of buildings, excellent stores, and several hotels. Tired and a-weary we drew up, late in the evening, at the two-storied Royal Hotel, one of the best-appointed and well-managed hotels I have ever stayed at.

Mungindi is the centre of great areas of splendid country—black soil plains, which stretch by Moree to Walgett and Narrabri, and areas of pastoral lands, along the Barwon and McIntyre, equal to the best in Australia. The railway line runs from Mungindi south by Moree to Narrabri, and from there, where it is joined by the Walgett and Collarendabri branches, south to Werris Creek, where it joins the Queensland line to Newcastle and Sydney.

Facing the new up-to-date buildings of latter day Mungindi is old Mungindi, represented by an old brick structure, one of slabs and one of sawn boards, which look pit-sawn. The old shingles are replaced by iron, but one can read here, at the junction of the old road down the Booni, what the early days were like. Further down is an old store of two rooms, and an old hut. These, with a few other buildings, since burnt down, represents Mungindi of the sixties and seventies, when the coaches came in from the far away.

Mungindi was then a busy crossing place, being the most direct route from the lower Balonne, Surat, Maranoa, and Warrego to the Namoi on the Darling, and A. G. Walker's Hotel was a busy coaching centre, and the post office, which he also kept, was an important mail house.

THALLON TO NINDI GULLY AND ST. GEORGE.

NORTH from Thallon the road, or track, follows the left bank of the Moonie River to Nindi Gully, 22 miles, and then goes north-west to St. George on the Balonne River, 55 miles from Thallon. From here, for 80 miles, it follows the left bank of the Balonne to Surat, and then, crossing the river, it reaches Yeulba on the Southern and Western railway line, a further distance of 47 miles—a journey in all of 182 miles, which by Cobb's car to St. George and coach to Yeulba is covered in two and a half days, and to one who desires to see the mid-south-western country is a trip well worth taking.

We left Cobb and Co.'s Thallon office, on the south side of the railway at early afternoon, crossed the line and pulled up at the store and post office, past the blacksmith's shop on the north going road, and after receiving the mail from the postmaster, Mr. McGreever, travelled North. The soil hereabout is a rich sandy loam, in depth about four feet, then a layer of hard white clay, followed by sand to a depth. And the land, freed from pear, is

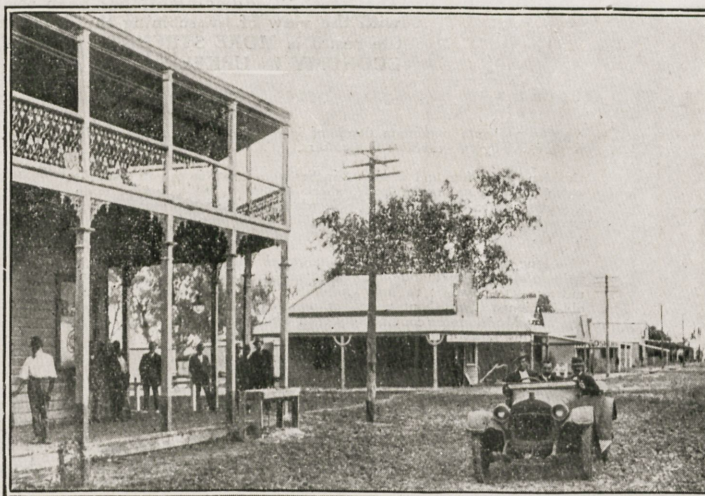
wonderfully productive. But the prickly pear bars any possibility of extensive cultivation. To North, South, East and West of Thallon you can see miles and miles of pear, interspersed with the brigalow, wilga, gum, and belars which stretches many a hundred square miles over the watershed of the rivers which flow southward to the Barwon and Darling.

Some 12 miles through open pear country we pass through a cypress pine scrub, a sandy ridge perfectly alive with rabbits and with occasionally a flock of emus with their young, their ungainly indecisive lollap being very amusing to the passengers. We are still on Bullamon run, the property of the Australian Pastoral Co., Ltd., and Jim Wallace, senr., our driver, informs us, a centre in the early days of the most unscrupulous cattle duffers in the State. We mount a low sandy ridge about 24 miles from Thallon, and have a fine outlook over the north country to Nindi Gully, an old time camping place on the Moonie, and a regular change from the 70's, for Cobb and Co.'s coaches. It is now a centre for grazing farms and stations, and has a store, hotel kept by Mrs. M. A. Haines, and a post and telegraph office.

Crossing two not elaborate bridges over the Moonie we make, by a greasy waggon-rutted track, through the black soil of Myall Plains, splendid country, the property of R. A. and J. R. Black, whose services at the Front have been magnificent. In fact right through this Western country the foremost families have taken the leading part in upholding the honour of the Empire. Boombah, the property of W. Ross Munro, owned in the early days by T. Danger, is on the left bank of the Balonne River. The homestead lies a little off the road to the right, about six miles from St. George, commanding a beautiful view of the valley of the Balonne River and miles of swelling meadowland.

ST. GEORGE.

From Boombah we go North-west from the Moonie to the Balonne and late in the evening cross the bore lagoon bridge and embankment, which conserves a mile square of water, and, after several turns enter that old



Cobb's Car at Mungindi.



Seating arrangement of the Club Roadster

THE Eight-Cylinder CADILLAC

IS THE IDEAL CAR

For



Both Pleasure and Profit

"I don't feel at all tired!"—is the universal expression, after a long journey in the "Cadillac-Eight," and this freedom from either mental or physical strain—during travel—is a charm—the Cadillac's own.

**Whether behind the wheel or in the tonneau,
there is always the sensation of rest.**

The motion can be either swift or slow; the roads may be rough or smooth; and the weather stormy or fine:—the sensation will be still that of comfort.

The wonderful reserve of power is sufficient for all conditions.

And it is so effortless; no matter what demand is made on the engine the response is sure and steady.

There's no anxiety about the steering, No nerve-racking noise of labouring, the usual body squeaks and rattle are conspicuous by their absence.

There's no "get out and get under" either, the proved reliability of the "Cadillac"—in every model—inspires a confidence in the "Eight" which is fully justified by results.

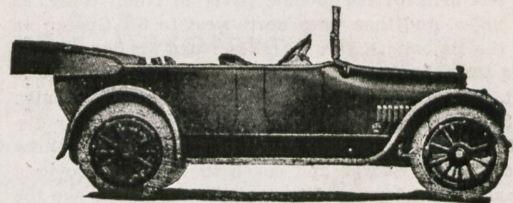
Then the use of the "Cadillac-Eight" for pleasure is coming more and more into vogue, partly because of its vastly superior qualities of comfort and reliability, but chiefly owing to the elimination of the worry of expense of upkeep

The latest "Cadillac-Eight" has been scientifically designed, especially with the view of overcoming the drawbacks of long-distance motoring, and the result is MORE STRENGTH, GREATER COMFORT, and a phenomenal ECONOMY IN UPKEEP.

The frame has a maximum depth of 8 inches. and additional rigidity is provided by two extra cross-members.

Cushions are softer and deeper, 3 inches more length in chassis gives that much more room in the body, shock absorbers and new type spring shackles add to the riding qualities, while the steering is easier, and the gear-change and clutch are—if possible—an improvement over earlier models.

The long wheel base—125in.—and powerful engines are factors which help to make the remarkable Tyre-mileage now obtained,—6000 to 8000 miles a set—possible; the new carburettor has completely exploded the old-fashioned ideas about petrol-consumption, and the great stability of the new Model, more convincingly than ever, removes all fear as to the cost of the repair-bill.



The Seven-Passenger Car

JOHN McGRATH, LIMITED.

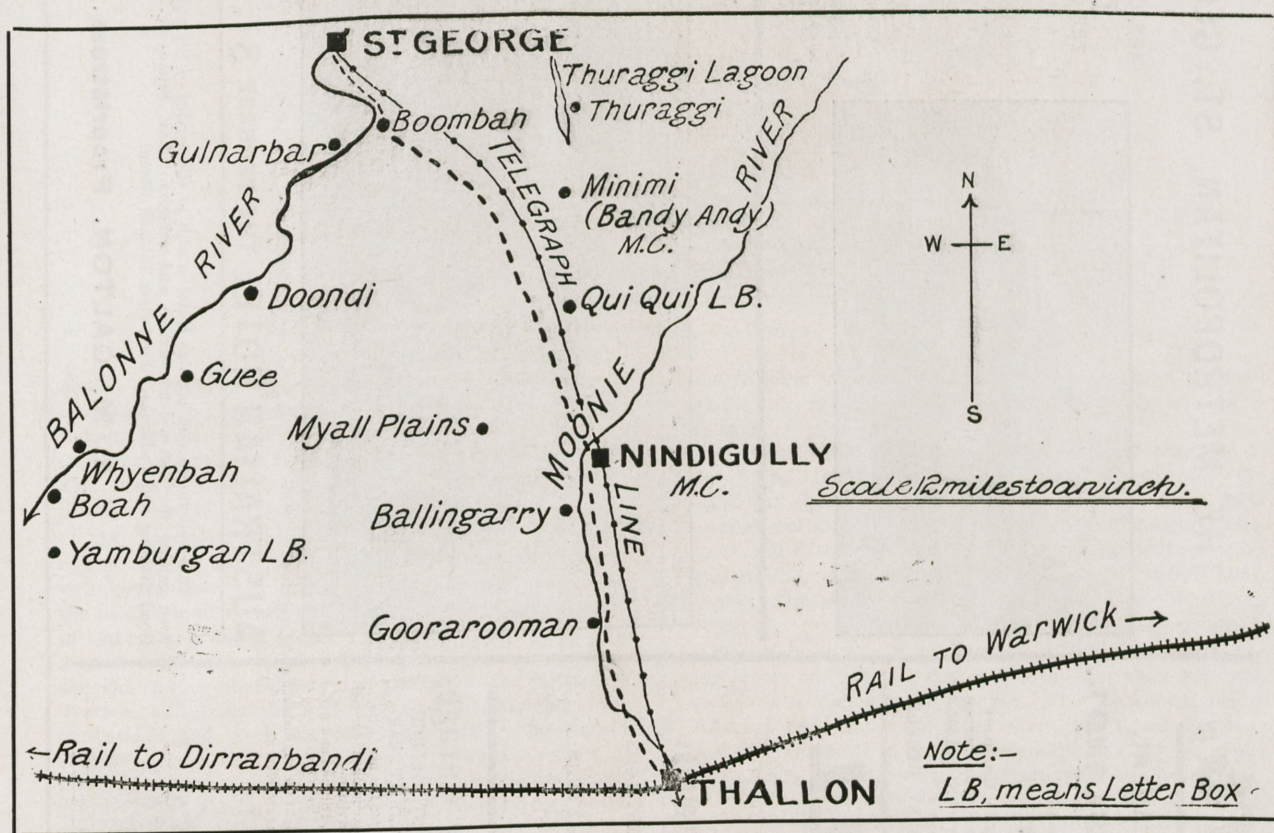
280-284 ADELAIDE STREET, BRISBANE.

Sole Agents Cadillac and Maxwell Cars. Redden Truck Makers.

Cobb's Traps are built from Timber thoroughly seasoned in the West.

Thallon to St. George.

Mail Service
No. 40.



Thallon to St. George, 55 Miles.

COACH FARES AND FREIGHTS.

	FARES.	Freights			
		£	s.	d.	p. lb.
Thallon to Nindy Gully	0	12	0	1½d.
Thallon to Minimi	0	19	0	2d.
Thallon to St. George	1	7	0	1½d.

Box Seat, 2/6 extra.

MOTOR CAR FARES.

Thallon to Nindy Gully .. ..	..	..	0	15	0
Thallon to Boombah .. ..	..	..	1	11	0
Thallon to St. George .. ..	..	..	1	15	0
St. George to Nindy Gully .. ..	..	..	1	0	0
Thallon to Mungindi .. ..	....	..	1	0	0

PARCELS.

Brisbane to any place on Map, 3d. per pound.

Parcels, &c., will be received in our Brisbane Office up to 4.30 p.m. on Wednesdays and Fridays.

MAILS CLOSE.

At G.P.O. Brisbane, Wednesday, 4 p.m.; and Saturday, 6 a.m. Parcels Post closes 3 p.m.

TIME TABLE.

Leaves Thallon Thursday, 3 p.m.; and Sunday, 8.30 a.m.
Arrives St. George Friday, 5 a.m.; and Sunday 6 p.m.

RETURN.

Leaves St. George Monday, 5 a.m.; and Friday, 6 a.m.
Arrives Thallon Monday, 2 p.m.; and Friday, 3 p.m.

MOTOR SERVICE.

An excellent Motor Service is maintained here. A 40-50 h.p. Cadillac Car is running between Thallon and St. George in conjunction with the trains. Wire Brisbane, Thallon, or St. George to reserve your seat. Special trips arranged to anywhere.

It is a well-known fact that coastal built traps shrink badly when used in the west.

D. R. ROBERTS,

Stock, Station, Land and Commission Agent,

ST. GEORGE (QUEENSLAND).

AUCTION SALES CONDUCTED. All Land Courts Attended.

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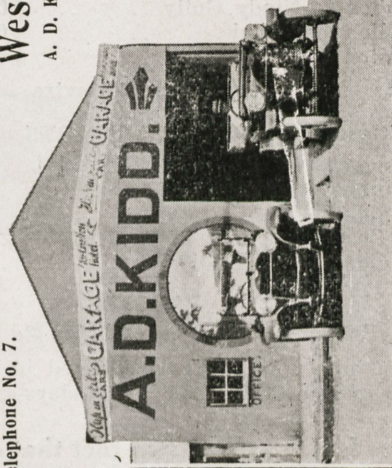
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Cars for Hire Day & Night for any distance

NEXT AUSTRALIAN HOTEL.



THE METROPOLITAN, ST. GEORGE.

MRS. C. J. DAVIDSON,
Proprietress,

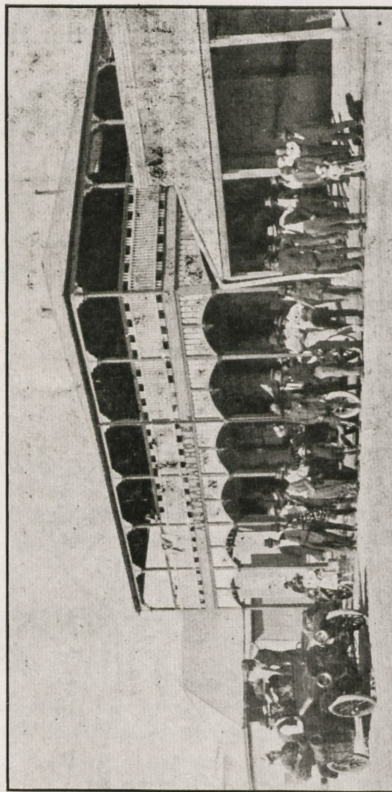
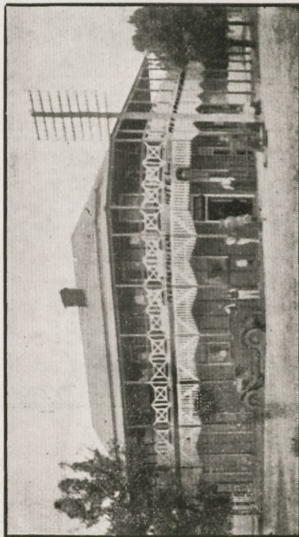
THE CORNER HOTEL,
Cr. Henry and Victoria Sts.,

The Comfort of Visitors
Specially Attended to.

Only Select Brands of Wines
and Spirits.

ELECTRIC LIGHT.
GOOD PADDOCKING.

Aerated Waters and Cordials
Supplied and Delivered.



AUSTRALIAN HOTEL THE TERRACE ST. GEORGE

This well-known and popular Hotel is still at the service of the public, who may rely upon getting the best accommodation and comfort. Best Brands of Wines and Spirits. Good Stabling and Paddocks. First-class Billiard Room.

A. M. GALTON, Proprietress.



Cobb and Co.'s Store, St. George.

centre of pastoral enterprise, St. George, drawing up at the Australian Hotel, overlooking the steep banked pretty Balonne River, when the glow of the evening sun lit up the long reaches of the stream in wonderful colouring. The journey throughout is most interesting, and is through some of the richest soil in Queensland

St. George Terrace, the chief street of the town, marks the left bank of the Balonne. This walk, planted with pepperinas and other shade trees, with others on the builded side, makes one of the most charming avenues in Queensland and a pretty view at all time. The two-storied Australian Hotel, where I found most excellent accommodation, looks out over the river and along the Terrace, and from the high verandah a charming view of Terrace and river can be always had. The corner section of this hotel is interesting, having been built of river mud (Pise), pressed into large blocks, and built single storied height. This makes a splendidly cool building and useful in this regard now as the bar section of the hotel. In has, however, a disadvantage. In the big flood of 1890, the water climbed up the great bank of the river, coming several feet high on the Terrace, and desperate attempts were necessary to prevent the water coming on to these pise walls, and taking the structure to its old river home. It was built in about 1881 by Goldstein and Brigston, big storekeepers, in those busy times when St. George was a centre for the far West. Lower down the cross street Jim Cavanagh had his store also, and traded in the 70's out to Cunnamulla, and even as far as Thargomindah, on the Bulloo. This old slab store is still a busy centre, and reminds one of the days away back to the 60s'.

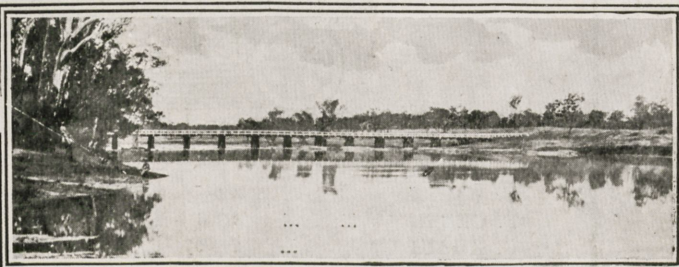
The Terrace buildings were almost all destroyed by fire in 1916, which swept the frontage block. This has now been rebuilt, chiefly of brick, and includes a fine two-story hotel, replacing the old Commercial. Further along the Terrace is the post and telegraph office, and beyond the St. George Hotel, the police quarters, Q.N. Bank, and a number of private residences to the crossing of the river, and the road to Mitchell, up the Maranoa River, which junctions with the Balonne, 20 miles North. Back from the river front the town is somewhat scattered. The several corners being marked by either a vacant lot, some good hotel, store or private residence, and then

the seeming interminable mulga, gidya, box, and coolibah plains, all splendid soil, stretching hundreds of miles around.

Among the prominent buildings of St. George are to be found the fine stores of Messrs. Cobb and Co. This is built of reinforced concrete, with fibro-cement walls. The surface area is about 500 square feet. It is one of the most up-to-date stores in South-western Queensland, well stocked, and with most attentive assistants. The store is under the management of Mr. R. Wood.

The Metropolitan Hotel, Mrs. C. J. Davidson, is opposite the stores of Cobb and Co., and is the call place for Cobb and Co.'s motor cars and coaches. The accommodation in this fine two-story hotel is excellent, the bedrooms large and airy, the table of the best in quality and service, while the brands of wines and spirits are the best class.

The town is well situated in respect to public, social, and religious advantages, and has an excellent weekly, the St. George "Beacon." The Land Commissioner's office for the district is under control of Mr. G. Boulter, a successor to that worthy officer, Mr. Barlow. There are clubs of various kinds—racing, cricket, tennis, etc. It is the meeting place for the Balonne Shire Council, Maranoa Rabbit Board and the Marsupial Board, of which Mr. V. Wippell is secretary. There is a very necessary Fire Brigade Board and an artesian bore and baths. The business community includes all the chief trades and professions, and it is the centre of one of the most productive areas in Queensland in the matter of fruit, flowers and vegetables.



Balonne River and Bridge, St. George.

R. S. EXTON & CO. LTD.

BRISBANE,

Glass, Oil and Colour Merchants.

We carry large stocks of the following :—

Plate Glass, Sheet Glass, Fancy Glass, Leads, Zinc's, Oils, Wallpapers, Sherwin Williams Paints, High-grade Varnishes, United high-grade paints, Meggitt's Australian Linseed Oil
Meggitt's Linseed Meal (the best feed for Cows, Calves, and Poultry)

We are

Glass Silverers and Bevellers. Glass Embossers, Stained Glass Artists, Leaded Light Designers, Signwriters.

R. S. Exton & Co. Ltd., Queen Street, Brisbane.

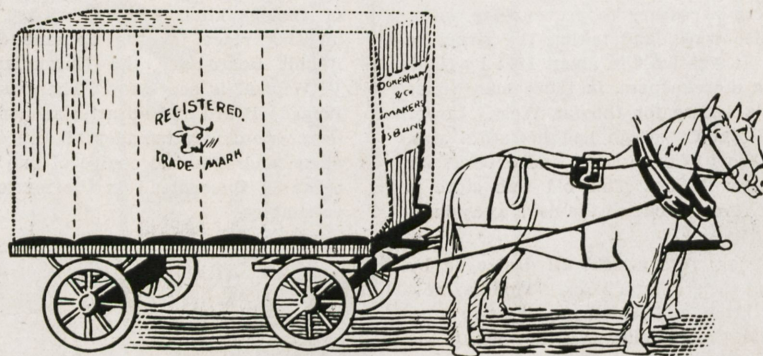
AND AT TOOWOOMBA.

Tarpaulins

The Famous Bull's Head Brand.

To be had at all COBB & CO.'S Stores,
THALLON, YEULBA, and ST. GEORGE.

Guaranteed absolutely Waterproof.

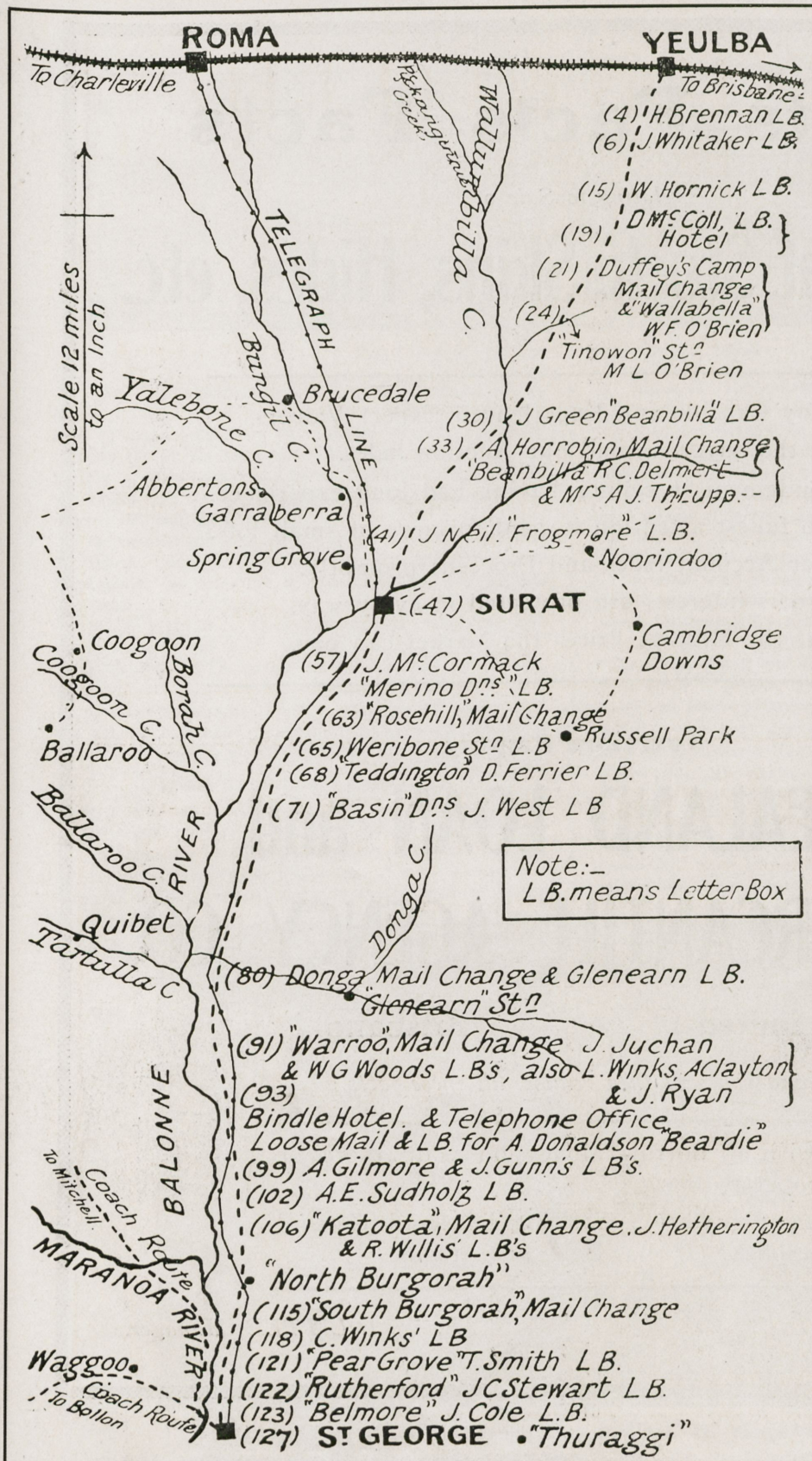


		18 x 20	18 x 24	20 x 24	20 x 26	22 x 24	22 x 26	24 x 26	24 x 30
E. WHITE	...	236/-	268/-	300/-	323/9	332/-	361/-	389/6	446/6
F. GREEN	...	227/6	272/9	307/6	330/-	338/3	366/-	394/-	459/9
G. KHAKI	...	246/9	296/-	329/-	359/-	362/-	392/9	427/9	493/6

Quotation for smaller and larger sizes on application.

Yeulba to St. George.

Mail Service
No. 177.



Yeulba to St. George, 127 miles.

COACH FARES.

Yeulba to—			
Duffy's Camp ..	0	10	0
Beanbilla ..	0	15	0
Surat ..	1	0	0
Weribone ..	1	7	6
Donga ..	1	14	0
North Burgorah ..	2	0	0
South Burgorah ..	2	8	6
St. George ..	2	10	0

Box Seats.

Yeulba to—	
St. George, 5/ extra.	
Surat, 2/6 extra.	
Surat to St. George, 2/6 extra.	

FREIGHTS.

Yeulba to Surat, 1½d. per pound.
Yeulba to St. George, 3d. per pound.
Surat to St. George, 1½d. per pound.
Brisbane to St. George, 3d. per pound.

PARCELS.

Received in Cobb's Office, Brisbane, up to 12.30 p.m. every Tuesday and Friday.

(See Page 59 St. George via Thallon; as parcels for St. George go that route).

Our Service on this Route consists of 14 passenger coach and 7 horses, Yeulba to Surat; and 8 passenger coach and 5 horses from Surat to St. George.

TIME TABLE.

Leaves Yeulba, Saturday and Wednesday, 9 a.m.; arrives Surat Saturday and Wednesday, 7 p.m.

Leaves Surat, Sunday and Thursday, 5 a.m.; arrives St. George, Sunday and Thursday, 6 p.m.

RETURN.

Leaves St. George, Sunday and Wednesday, 5 a.m.; arrives Surat Sunday and Wednesday, 7 p.m.

Leaves Surat, Monday and Thursday, 7 a.m.; arrives Yeulba, Monday and Thursday, 6 p.m.

MAILS CLOSE.

At G.P.O. Brisbane, Tuesday and Friday, 12.45 p.m.

Parcel Post an hour earlier.

Facts=Facts=Facts

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Wool, Fat Stock, Skins, Hides, etc.

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We sell at the Highest Prices the Market can pay.

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Limited

Brisbane

and you will then realise all these facts.

Do you wish to Borrow Money on your Wool or
Sheep Property, or

Do you want quotations for Shearing and General
Supplies? If so, please write to us.

F. W. DeLITTLE, Manager.



Two Views of the Balonne River Bridge, Surat.

Next the Australian is the Western Motor Garage of Mr. A. D. Kidd. The motor garage and engineering shop is a splendid centre for any visitor desiring journeys through the St. George district, for repairs or for the obtaining of cars, Mr. Kidd being the agent, and a most successful one, for the Hupmobile car, and also the F.N., Saxon, Hillman, and others.

In pastoral and land agency affairs connected with the St. George, Surat, Thallon, and Dirranbandi districts, two firms claim the attention of those desiring land in this fine area.

H. V. WIPPELL, stock and station, insurance and general agent; and

D. R. ROBERTS, stock, station, land and commission agent.

Both of these firms make a specialty of Land Court and general land agency matters, and have been intimate with the St. George district from the early days.

ST. GEORGE TO SURAT.

IT is an old track, this road up the Balonne, and one could conjure up many a pleasant, sad, and tragic history of early day occupation, and when I turned out at early dawn and looked over the silent township and the long reach of the river, the shadowy forms

of Mitchell, Leichhardt, Kennedy, Gregory, Austin, McDowall, and other explorers and surveyors and following stockmen seemed to hover along the river banks. A weary, out-all-night-looking lamp glimmered outside the Australian as, baggage in hand, I crossed on to the Terrace, by the remnants of the great fire, and with a companion, and Richards, road manager of Cobb and Co., to the rear of the Commercial Hotel, where stood Cobb's great coach, our moving home for a couple of days.

A cool wind came up from the west, while to the South, storm clouds seemed to denote wet possibilities, which, however, did not materialise, and the journey through to Yeulba, 127 miles North, was most pleasant. "The Cross paled low at the dawn," as the five horses, with never a protest, swung the coach out by the new hotel and rumbled through the silent Terrace to the Post Office, where bags and packages under the superintendence of Postmaster Roebush, were rolled down the steps of the post office and packed in boot and rear for delivery along the road to Surat, 80 miles distant, Yeulba, and Brisbane. A call at Cobb and Co.'s booking office and store, where more packages were obtained, and with a cheery "good-bye" from Richards and Stores Manager Wood, we swung out where miles of telegraph poles marked the



Cobb & Co.'s Well known Team at South Burgorah, St. George-Yeulba Line

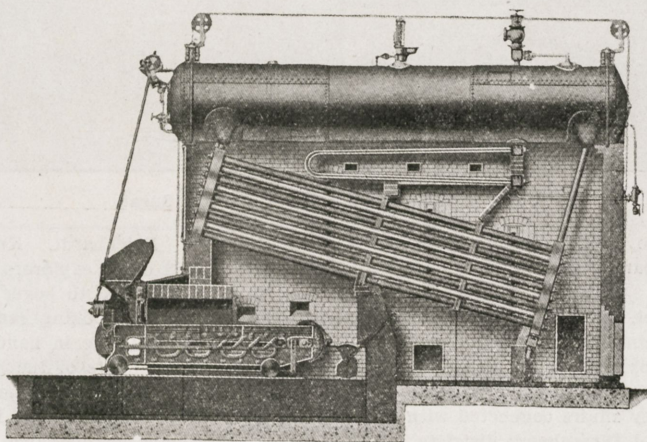
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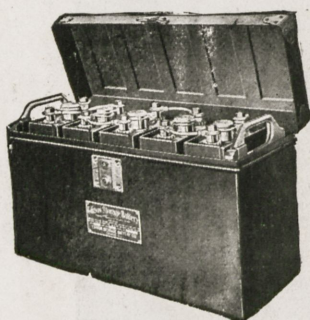
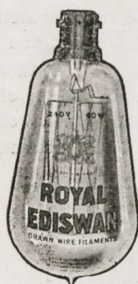
Head Australasian Office :
Haymarket,
SYDNEY.

Royal Ediswan Lamps

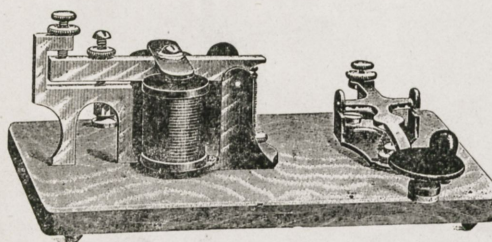
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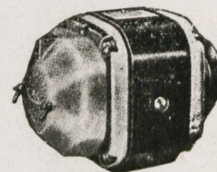


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See
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you get
this
Brand.





Waldegrave's Change House, Yeulba-Surat Road.

road up the river. The team of five fine white horses were well handled by Driver Rawley Sting, and soon the hospital, lying back on the river in a wealth of foliage, and God's Acre, where lie old pioneers from the 50's, were passed. Beyond here was a splendid field of wheat and then seven miles out, the old bush inn at Belmore, the first and last St. George camping ground, and the scene in early days of weird doings. Beyond here is Rutherford's sawmill and residence on a ridge near the road, not far from the steep bank of the Balonne on the left. Then for miles stretches on either side of the track, and away over the river to where the Maranoa junctions with this stream, great patches of prickly pear. Bogorrah change house is an iron hut set near the river side, 17 miles from St. George where a pleasant and very welcome breakfast is provided.

From the change house we reach Mr. Gilmore's ("Torilla"), passing through Katoota paddocks, the property of Mr. Hetherington, and North Bogorrah, the property of Mr. John Gunn, son of that old pioneer of the McIntyre country, Donald.

Interesting items come to light in a casual kind of way on these coach lines. One, that no passengers have been injured on Cobb's coaches, the drivers always bringing them in safe; another of the narrow escapes, sometimes not that, the coaches have of becoming accouchment hospitals. Two births are recorded at the Bogorrah change house, occurring within an hour or so of the arrival of the coach, while at another point the driver was informed by

a missus, that she would come on by the next week's coach. I gasped! The driver just grinned.

Red sandy loam, black soil, and easy ridges, with box, sandelwood, and coolibah in the gullies, bring us to Torilla, which stands in a fine position on the Balonne. This is an area of 18,000 acres devoted to sheep raising, at which Mr. Gilmore is most successful.

From here we drive to Bindle Hotel, and post office, close to the Balonne, where at time of visit there was nought else than a small keg of wine! So I for one was glad when the coach moved out Northward. From here the route is some distance from the river, which heads Westward, and then North, and one does not again meet it until Surat is entered, 40 odd miles away. The country is gently undulating, black and brown soil, low ridges, generally open box, belar, and sandelwood forest. Warroo, the property of Mr. E. Underwood, Glenearn, Mr. H. Ross of Callandoon, T. Smith manager, Basin Downs, W. Lawton, and Teddington, Ferrier Bros., are soon passed, and we rise a steep ironstone ridge to the 52-Mile change (G. Crane), where lunch is served to one welcome body, at least—me!

From here the road still continues by clumps of oak, box, belar, and sandelwood. The half-mile stock route we are on is a bare road, like scalded plains at Cobar. About 10 miles out a low ridge of clayey loam with a rubble ironstone outcrop which is interesting, is crossed. Beyond here we have a fine view of the charming homestead of Weribone, the property of Goldsborough, Mort and Co., and managed by Mr. A. L. Thew. The site is a high ridge



Surat.



The Contrast is MOST STRIKING

when you compare the luxurious Modern Motor Car with some of the old time vehicles depicted in this book.

Dunlop Tyres

have contributed largely to this marvellous change. They were the first pneumatic tyres made, and have been in the front rank of the world's tyres ever since. TO-DAY there is no tyre sold in Australia which can show such a fine record for reliable service at such a reasonable cost. MADE IN AUSTRALIA to suit Australian conditions. You can do yourself and your country a good turn

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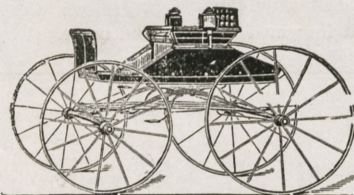
BRISBANE HOUSE—268-74 ADELAIDE STREET.

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Builders of High-Class Vehicles and
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Charlotte Street,
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“We Specialise”

In renovating and Repainting Motor Cars and making and repairing wheels and springs.



Loading up at Yeulba of the St. George Coach.

which overlooks the country of the North and West, and marks a highly improved and valuable property.

Past here, down the ridge, we cross a small bridge over a waterless creek bed, and pass imperceptibly into open downs which for miles keep with us to Surat. Rose Hill change house, 68 miles from St. George, is well named, for a beautiful view is here for fifty miles around of undulating ridge and downs, bounded in the far-away distance by the divide between the Condamine and Barwon waters.

Back from the river here South-east the box and belar can be seen merging into low mulga scrubs. Great areas of open downs, a pretty sight, are with us to that great centre of pastoral endeavour, Surat.

SURAT.

Surat surprises a visitor who remembers that its history dates from the earliest days. One drives through a town, small and scattered certainly, but looking as new and fresh as paint could make it, and as I saw it in early evening, when the sun shone from over the Western hills, the town looked charming, and charming people I found there, hospitable and open-hearted, a reflex of the splendid lands, which continue from Dogwood Creek down the Balonne, and out to the head waters of the Coogoon, and the far-away Maranoa range.

The town is on the left bank of the Balonne, 47 miles S.S.W. of Yeulba, and 50 miles S.S.E. of Roma, set on a red soil ridge overlooking the river. It is a neat set-up town with two hotels, the two-storied one I stayed at, the Royal, kept by Mr. C. Simpson, is a charming place in every way; a branch of the Commercial Bank of Sydney, a large State school, School of Arts, Church of England, and R.C. Church, hospital, Post and Telegraph Office, Warroo Shire Council, and hall, and several clubs. The business section covers every trade and profession required in a pastoral centre, and there are well-stocked stores.

The chief pastoral holdings are Noorindoo to the east, owned by N. N. Danger and managed by F. R. Rouse; Werribone, to the South, and Glenairn, but large areas have been resumed and quickly selected.

SURAT TO YEULBA.

Behind seven horses this time we drove from the Surat Post Office again at early morn (or with me

Mourn!), for I was sleepy, across the wooded bridge which spans the deep soil banks of the Balonne, above the town, not far from where Davidson is showing in his splendid garden the soil possibilities of the place.

A mile out we pass two great loads of Mooroodoo wool, the teamsters just harnessing up the teams. On Beringa dry creek we pass the site of old Beringa township, a record of misplaced confidence in the future, for the holders of the adjacent blocks were perished out in the big drought of 1901-2, and now no township exists. Eleven miles out we pass through belar scrub, which, heavy now, must be a devil of a place in wet weather. This is followed by she-oak and black soil flats, fine country when cleared. Bainbilla change house is 14 miles from Surat, a neat residence with nice garden. Then comes the prickly pear, which stays with us to Yeulba. Guppy's Creek is crossed at 25 miles, a pretty stream where, on the north side are the remnants of a school and Cobb and Co.'s old change house. Past Loder's 3000-acre grazing farm we come to one of the best change houses on the Queensland roads, Waldegrave's, where a charming lunch is served. Beyond here sand and low ridge country is entered upon. There are no creeks, dry gullies a-plenty, and evidence that this area is of Blythedale Braystone, one of the chief intake areas of the artesian waters of Queensland. No houses appear scarcely, Mr. O'Brien's Tena-wan and one other, but that is all.

From out of the bush some mounted figure rides up to the coach and with a "good-day" takes what mail the pulled-up coach offers and rides away again, a silent figure from some distant homestead. Generally, however, the coach pulls to a near-by tree, where a box or tin is nailed, coach-seat high, and, taking out the mail matter and putting other packages or letters in, drives on along the silent, so silent track. Rising a steep ridge we have a fine view of the country to the North of Yeulba, and the East, and late in the afternoon passed through another prickly pear valley and drove into the station yard at Yeulba, as the West-going train arrived.

Yeulba is a small township stretching mainly along the Southern side of the S. and W. line, 281 miles West of Brisbane, with several hotels and stores, the one of chief interest being Messrs. Cobb and Co.'s, where also passengers are booked for Surat and St. George.

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CAPITAL £2,000,000

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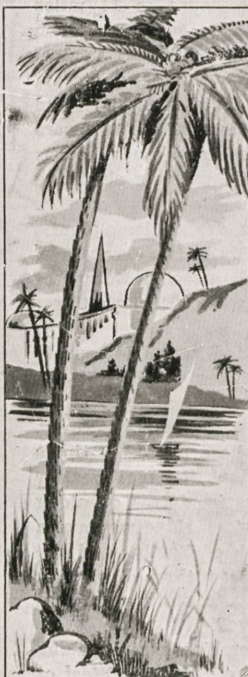
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TOUR AND TRAVEL.—We book passages to all parts of the World by any Line of Steamers, (write to us for particulars). Special Trips arranged to China, Japan, South Sea Islands, New Guinea, and Java.

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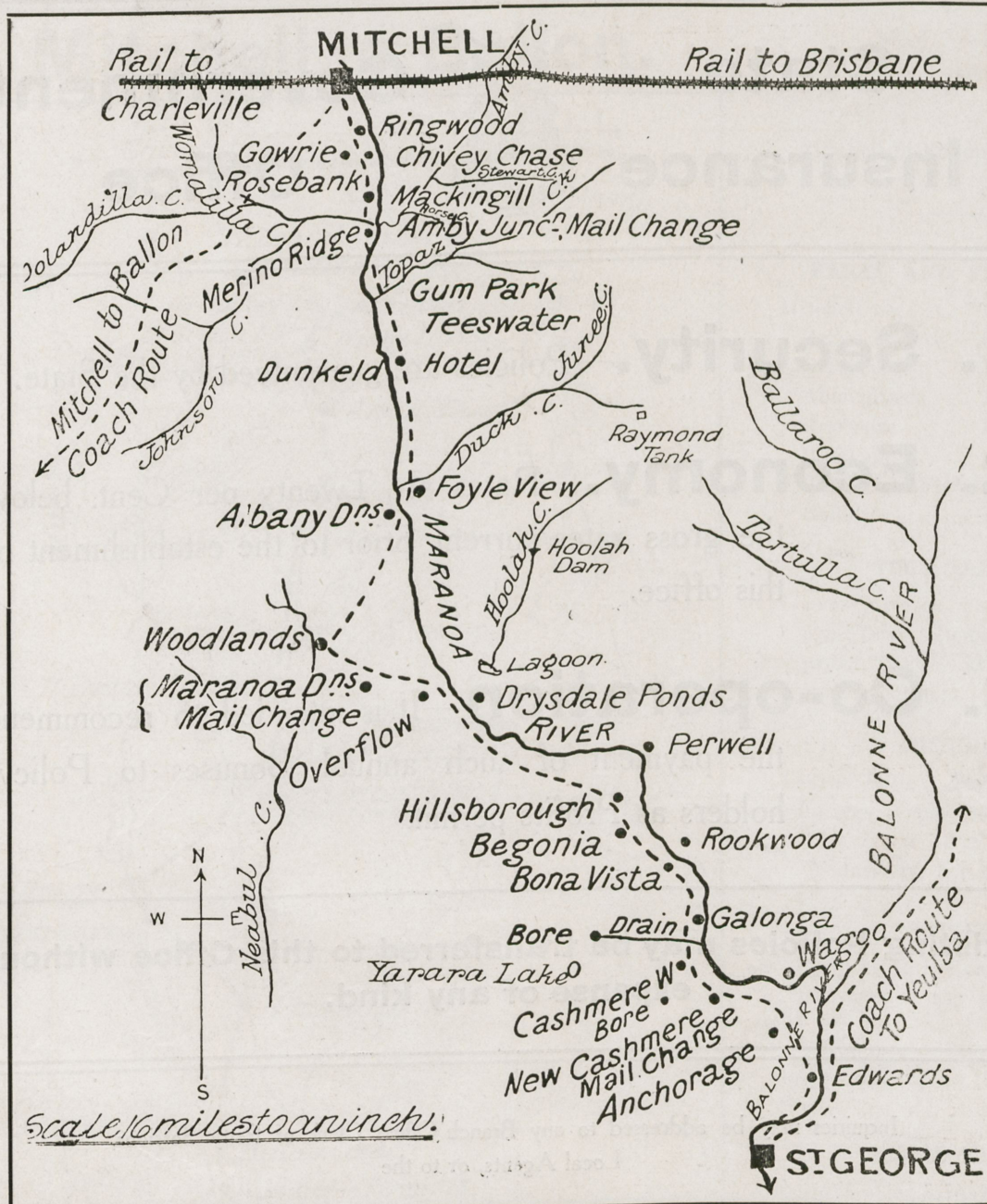
STACK OF "SHELL" TINS AND PART OF
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RUN EXCLUSIVELY ON "SHELL"

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Mitchel to St. George.

Mail Service
No. 52.



Mitchell to St. George, 152 miles.

FARES.

		£ s.	d.	p.	lb.
Mitchell to Dunkeld		0	17	6	1d.
Mitchell to Albany		1	2	6	1d.
Mitchell to Maranoa Downs ..		1	9	0	1½d.
Mitchell to Begonia		2	0	0	2d.
Mitchell to Rookwood		2	0	0	2d.
Mitchell to Old Cashmere ..		2	7	6	2½d.
Mitchell to New Cashmere ..		2	10	0	3d.
Mitchell to St. George		2	17	6	3d.

FREIGHTS.

From Brisbane to all places on Map, 3d. per pound.

PARCELS.

Parcels, &c., for any place on this route received in our Brisbane Office up to 12.30 p.m. every Friday.

TIME TABLE.

Coach leaves Mitchell, Saturdays, 10.30 a.m.; Arrives at St. George, Mondays, Noon.

RETURN.

Coach leaves St. George, Mondays, 2 p.m.; Arrives at Mitchell, Wednesdays, 2.30 p.m.

MAILS CLOSE.

At G.P.O. Brisbane every Friday—Letters, 12.45 p.m.; Parcels, 11.45 a.m.

An 8 passenger coach and 5 horses on this route.

State Insurance



Government Office

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- 1. Security.**—Policies are guaranteed by the State.
 - 2. Economy.**—Rates are Twenty per Cent. below the gross rates current prior to the establishment of this office.
 - 3. Co-operation**—It is intended to recommend the payment of such annual Bonuses to Policy-holders as Profits permit.
-

Existing Policies may be transferred to this Office without expense of any kind.

Inquiries may be addressed to any Branch Office, Clerk of Petty Sessions,
Local Agents, or to the

State Government Insurance Office,

PARBURY HOUSE, EAGLE STREET, BRISBANE.

JOHN GOODWYN,
The Insurance Commissioner.

Mitchell to Bollon.

Mail Service
No. 186.

Mitchell to Bollon, 148 miles.

FARES AND FREIGHTS.

Mitchell to—	£	s.	d.	p.lb.
Bonus Downs ..	0	15	0	1d.
Cytheria ..	1	7	6	1½d.
Abbieglassie ..	1	12	6	1½d.
Grasmere ..	2	0	0	2d.
Hombain ..	2	5	0	2½d.
Wild Horse Plains	2	10	0	2½d.
Bollon ..	2	15	0	3d.

TIME TABLE.

Leaves Mitchell Saturday, 10.30 a.m.; Leaves Bonus Downs, Saturday, Noon; Arrives Bollon, Sunday, 10 p.m.

RETURN.

Leaves Bollon, Tuesday 3 a.m.; Leaves Bonus Downs Wednesday, Noon; Arrives Mitchell, Wednesday, 3 p.m.

FREIGHTS.

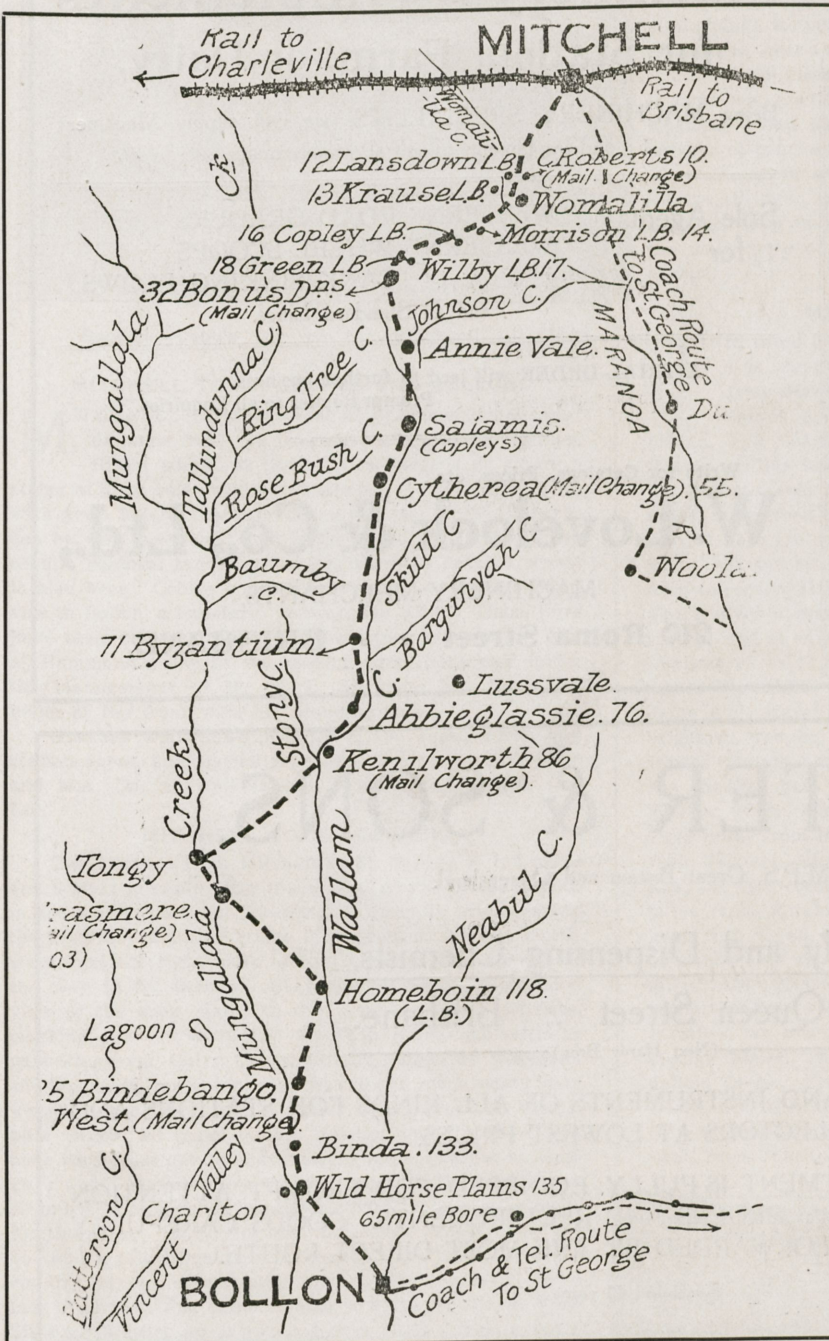
Mitchell to Bollon, 3d. per lb.
Brisbane to any place on Map, 3d. per lb.

PARCELS received in our Brisbane Office up to 12.30 p.m. Fridays.

MAILS CLOSE.

At G.P.O. Fridays, 12.45 p.m. Parcels, One Hour earlier.

We run an 8 Passenger Coach and 5 horses service on this route.



COBB'S Coach and Buggy Factory at Charleville is turning out some excellent vehicles for the surrounding station owners and other people. If you are contemplating the purchase of an up-to-date, strong, well-built, and well finished vehicle of any sort whatever, it will really pay you to get some prices and photos from our Charleville branch. Cobb's traps are known all over Australia, and those owning them will tell you how strong and lasting they are, and at the same time so easy to ride in; in fact owners say "riding's like gliding" in one of Cobb's.

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Motor and Bike Covers Sold at Brisbane Prices.



"TIP-TOP" FARM PUMPING
ENGINES.

"TIP-TOP" OIL ENGINES,
Stationary and Portable.

WINDMILLS.

CREAM SEPARATORS,
CHURNS.

PLOWS OF ALL KINDS.

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"TIP-TOP" TUBULAR GATES.

ROAD GRADERS.

TANK SINKING SCOOPS,
PLOWS, etc.

For Machinery and Implements for Station, Farm, or Dairy.

Being MACHINERY SPECIALISTS, we can supply Machinery
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Sole Agents "WESTERN" ROAD GRADERS
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and all Standard Lines.

A TRIAL ORDER will lead to further business.
Prompt Replies to all Enquiries.

Write for Catalogs, Prices, etc.,

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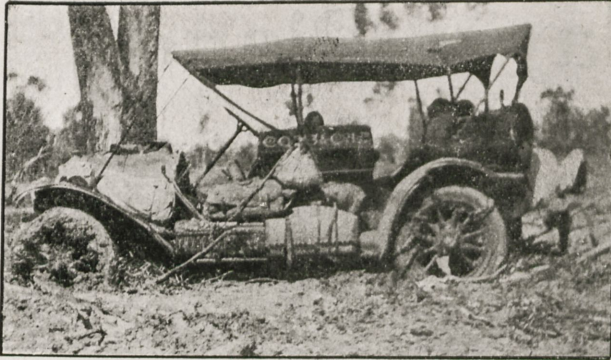
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OUR MAIL ORDER DEPARTMENT IS FULLY EQUIPPED FOR PROMPT ATTENTION
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Established 40 years.

Rutter & Sons, CHEMISTS,

Queen Street, Brisbane.



Bogged.—Cobb's Car on the Blacksoil Plains.

MITCHELL TO ST. GEORGE AND BOLLON.

MITCHELL, 368 miles West of Brisbane, lies a short distance from the line, not far from the Maranoa River, which, at times miles wide, is at others a string of deep holes where fish abound. It is a neat town with good hotels, the Post Office and the Hotel Richards can be well mentioned, and large stores. It is the centre of fine pastoral lands, and a considerable area of wheat is also here. Cobb's coaches leave here at regular intervals to Bollon, a two-days' journey, 148 miles. These lines have their office at the well-known stock and station firm of Hammond's, one of the leading firms here now under the management of Mr. T. E. Shannon, Mr. Hammond being at the front with his branding irons.

Another well-known firm is H. F. Scott, stock and station agent, and special representative of the N.Z. Loan and M.A. Co., as well as the Toowoomba Foundry Co., Ltd.

MITCHELL TO ST. GEORGE.

The distance from Mitchell to St. George is 152 miles and a start is made after the arrival of the Brisbane mail in the small coach or "Shanghai." Directly after leaving the town the Maranoa bridge is crossed on the way southward, and the right bank of that river is kept almost all the way to St. George. Easy ridges, giving a splendid view of the open plains to the West, and the coolibahs, marking the course of the Maranoa River, are with us past Ringwood, Chivy Chase, Gowrie. Then by Rosebank and Mackingill we enter on to the red and black sandy loam which makes heavy pulling after rain. Crossing Womabilla Creek we make Amby Junction mail change, and near here cross the river to the left bank, passing by Gum Park and Teeswater over a level track to Dunkeld Hotel, 40 miles from Mitchell, where a comfortable stay is made for the night. Early morning, and again we travel by the box and myall, brigalow and Coolibah, seeing little of the country except occasionally open plains, bordered by a belt of timber, and some distant low range. Foyle View Station, 10 miles on, is reached over Duck Creek, a coolibah-bordered brown waterholed creek, and passing here we cross the Maranoa to Albany Downs, two miles on. Still by black soil downs and gravelly track we steadily travel, making our way from the river to Woodlands, 12 miles, and Maranoa Downs, six miles on, and 30 miles from Dunkeld. Here we change and have lunch, which is most welcome. From here we make back to the river, past the Overflow, to opposite Drysdale Ponds, and then,

still keeping on the right bank, a level sandy track, we pass Hillsborough, Begonia, opposite Rookwood, Bona Vista, and Galonga to Cashmere West. At New Cashmere mail change we pull up for the night again. Opposite here is Waggo, near the junction of the Balonne and Maranoa rivers. From Cashmere change house the run to St. George is over low gravelly ridges, black and red loam tracks, brigalow, belar, gidgea forest, with here and there great patches of pear, and at noon we swing across the flat belt of rocks named by Sir T. Mitchell, 60 years ago, the St. George' Bridge, and, travelling along the left bank of the Balonne, soon pull up at the Post Office, and, delivering the mail, drive on to Cobb and Co.'s stores for final discharge.

MITCHELL TO BOLLON.

THIS route is 148 miles south from Mitchell, starting tion agents, and Cobb's agent in Mitchell, we from Hammond's, the well-known stock and station, per "Shanghai," over the Maranoa River bridge, and, leaving the track down the river to St. George on our left, swing S.S.W., by ridge and gully by the Bollon track, pulling up at Roberts's mail change, 10 miles, for a fresh team of horses. Every mile out, almost, beyond here are mail boxes nailed to trees or perched on gates, old biscuit tins are to be seen or wooden boxes, each to receive His Majesty's mail. We cross a high ridge which gives a magnificent view of the country for miles around, and at early morning after rain nothing is superior to these views of the wonderful downs country. Descending to Womabilla Creek, we pass the station of the same name and, travelling through open plains with belts of brigalow, weeping myall and cypress pine, reach Bonus Downs change house at 32 miles from Mitchell. Horses are changed here, and then we cross on to the head of Wallam Creek, which we keep to right into Bollon, about eight miles from Bonus Downs. Annie Vale is passed and then Salamis eight miles on. Still keeping to the left bank of the creek we reach Cytherea mail change, 55 miles from Mitchell. Black soil plains and sandy loam keep with us all the way, with belts of gidgea, brigalow, coolibah, and cypress pine. Bysantium is passed at 71 miles, Abbieglassie five miles further on, and then we reach the Kenilworth mail change. Striking across West, 16 miles, we reach Tongy, and seven miles on, Grasmere change house, 103 miles from Mitchell, both on Mungallala Creek. From here we reach Homeboin, on Walla Creek, and then Bindebango W. change house, 105 miles from Mitchell and 23 miles from Bollon. Binda comes next, then Charlton and Wild Horse Plains, and a further



A Heavy Coach Load.

Paling's Player=Pianos.



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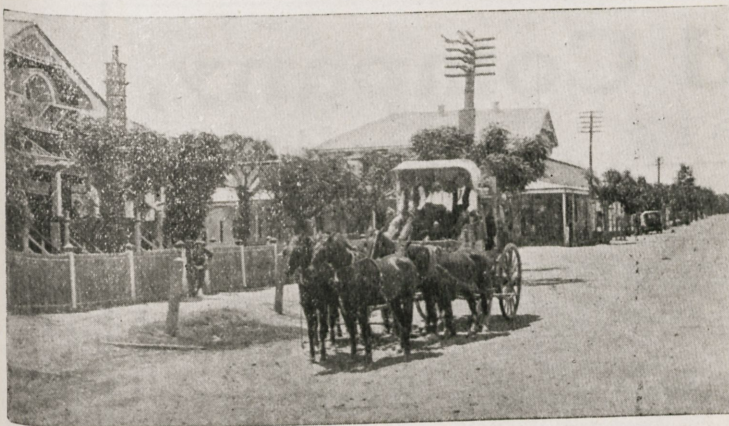
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To = day.**

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H. **PALING** & CO^{LD}

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Queen Street
BRISBANE.

AND AT SYDNEY, TOOWOOMBA, NEWCASTLE, AND LISMORE.



Main Street, Charleville.

13 miles brings us to the very old and very small township of Bollon, with a population of about 100, three hotels and stores, butcher and school. But small though it is there is a great wealth of splendid grazing lands in its vicinity. Time also was when, it being on the main Western road from the Condamine and St. George to Cunnamulla, the Paroo, and Bulloo, it was a busy centre; now it is far from that.

CHARLEVILLE TO TAMBO AND BLACKALL.

CHARLEVILLE, a main centre of the interests of Cobb and Co., and for many years the head of the coaching enterprise of the firm, lies 480 miles by rail from Brisbane. It is a neat town, much improved these later years, although at a heavy cost to the townspeople, the improvements being chiefly due to the great fires which have visited the town on several occasions. Now most excellent buildings line the two main streets, giving an air of solid prosperity to this centre of one of the richest areas of Western Queensland. It first came into notice as the Commissioner's Camp on the Warrego in the early 60's, and the centre for the Black Police, whose need for the protection of Western pioneers was very great. It steadily grew from the single pub and store until now it has 10 hotels, 10 stores, offices for the leading pastoral firms, and a full complement of banks and general business concerns. There is a most attractive School of Arts, Town Hall, three churches—C. of E., Presbyterian, and R.C.—and it is the centre of that splendid body, the Church of England Bush Brotherhood, whose ministrations extend for something like 250 miles around, and whose faithful services in keeping alight the great lamp of Christianity throughout the lonely interior is worthy of all praise and support. The records of the journeys of the brethren, which appear each month in their "Bush Notes," are among the most interesting reading of Australian adventure and self-sacrifice.

Charleville lies on the left bank of the Warrego River, a wide stream in flood time, at others a string of great water holes which attract many disciples of old Isaac Walton, for the fish obtainable here are of great size. The population of the town is given at 1500. Water is supplied to all the houses, hotels, etc., from the artesian bore, which was sunk near the railway station, in depth of 1371

feet, at a cost of £4960. Water was struck on September 6, 1889. The yield is 3,000,000 gallons per day.

The chief interest to pastoralists is the Charleville Wool Scour, which is situated near the railway station, and has a special siding running to the works, so that wool can be transhipped direct. The water is supplied from the bore, and is acknowledged to be of the finest quality for scouring obtainable. The scouring is done on commission only, and as both the proprietors, Messrs. Armstrong and Carter, and the manager, Mr. H. Forrest, are practical men, the market results of the wool scoured at these works are among the highest recorded.

Charleville is the head western centre of the great coaching house of Cobb and Co., who also have up-to-date coach and buggy works for general trade, where everything is available for resident or teamster. Some historical interest is centred at this works, for to Charleville came all the plant of Cobb and Co. from the firm's head centre at Bathurst, when the latter business was closed. This branch is under the management of Mr. Search, who is also an artist of some note. One time half a dozen coach routes centred at Charleville, and an interesting busy time was each day at the departure and arrival of the piled up coaches. Now but one leaves, up the river to Augathella, 52 miles, and on to Tambo, 134 miles north of Charleville, from whence another line goes on to Blackall, a further journey of 75 miles.

CHARLEVILLE TO TAMBO.

WE leave Charleville P.O. at 3 p.m., on a 7-horse, 14 passenger coach with always a large mail, crossing the Warrego River bridge near the town, turning to the right and running up the banks of the river due North. Twelve miles out we turn into "Markdale," Cobb's agricultural farm, where a change of seven horses, already harnessed, is waiting. Then on we go through Gowrie run, which is lightly timbered with gum, carbine and cypress pine, arriving at the 27-Mile, now called Barduthulla, where we again cross the river by a causeway and arrive at the stage, where seven horses already in harness are waiting. This is a postal receiving office and telephone, kept by Josh Tatton, an old identity, who in the early days was head stockman at Nive Downs. His wife has a nice dinner ready for the passengers, at

Dalgety and Company,

Limited.

Capital Authorised : £5,000,000 Fully Subscribed : £4,500,000

Paid Up : £1,500,000 Reserve Fund : £650,000

Head Office : 45 Bishopsgate, London, E.C. 2

Branches throughout Australia and New Zealand

Queensland Branches :

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Sub-branch at Toowoomba,

Representatives at Charleville, Longreach, Blackall
and Hughenden.

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GENERAL AGENTS. FAT STOCK SALESMEN.

This Company makes advances on Stock and Station properties
on growing clips of wool and on consignments of
Wool and Produce sent for sale.

Brisbane Office - 301 Elizabeth Street.

Wool Stores - - - Bulimba.

Charleville to Tambo

Mail Service

No. 62.

Charleville to Tambo, 134 Miles.

FARES AND FREIGHTS.

Charleville to—

Pine Grove	.. 0 5 0	1d.
Gowrie	.. 0 6 0	1d.
Helvetia	.. 0 7 6	1d.
27-Mile	.. 0 10 0	1d.
Reynella	.. 0 12 6	1½d.
Augathella	.. 0 15 0	2d.
Nive Downs	.. 1 5 0	2½d.
Chatham	.. 1 12 0	3d.
West Quarter	.. 1 15 0	3d.
Cattle Station	.. 1 16 0	3d.
Yandarlo	.. 1 17 0	3½d.
Annisfield	.. 2 0 0	3½d.
Tambo	.. 2 5 0	4d.

BOX SEATS.

Charleville to Augathella, 2/6 extra.

Augathella to Tambo, 2/6 extra.

Charleville to Tambo, 5/ extra.

TIME TABLE.

Leaves Charleville, Wednesday and Saturday, 3 p.m. Arrives Augathella, Thursday and Sunday, 1 a.m.

Leaves Augathella, Thursday and Sunday, 5 a.m.; arrives Tambo, Thursday and Sunday, 8 p.m.

RETURN.

Leaves Tambo Sunday and Wednesday, 5 a.m., arrives Augathella, Sunday and Wednesday, 8 p.m.

Leaves Augathella, Monday and Thursday, 4 a.m.; arrives Charleville, Monday and Thursday, 1 p.m.

PARCELS.

We take Parcels, Packets, etc., for all places on this Map in our Brisbane Office at 3d. per lb.. up to 12.30 p.m. on Tuesdays and Fridays.

MAILS CLOSE.

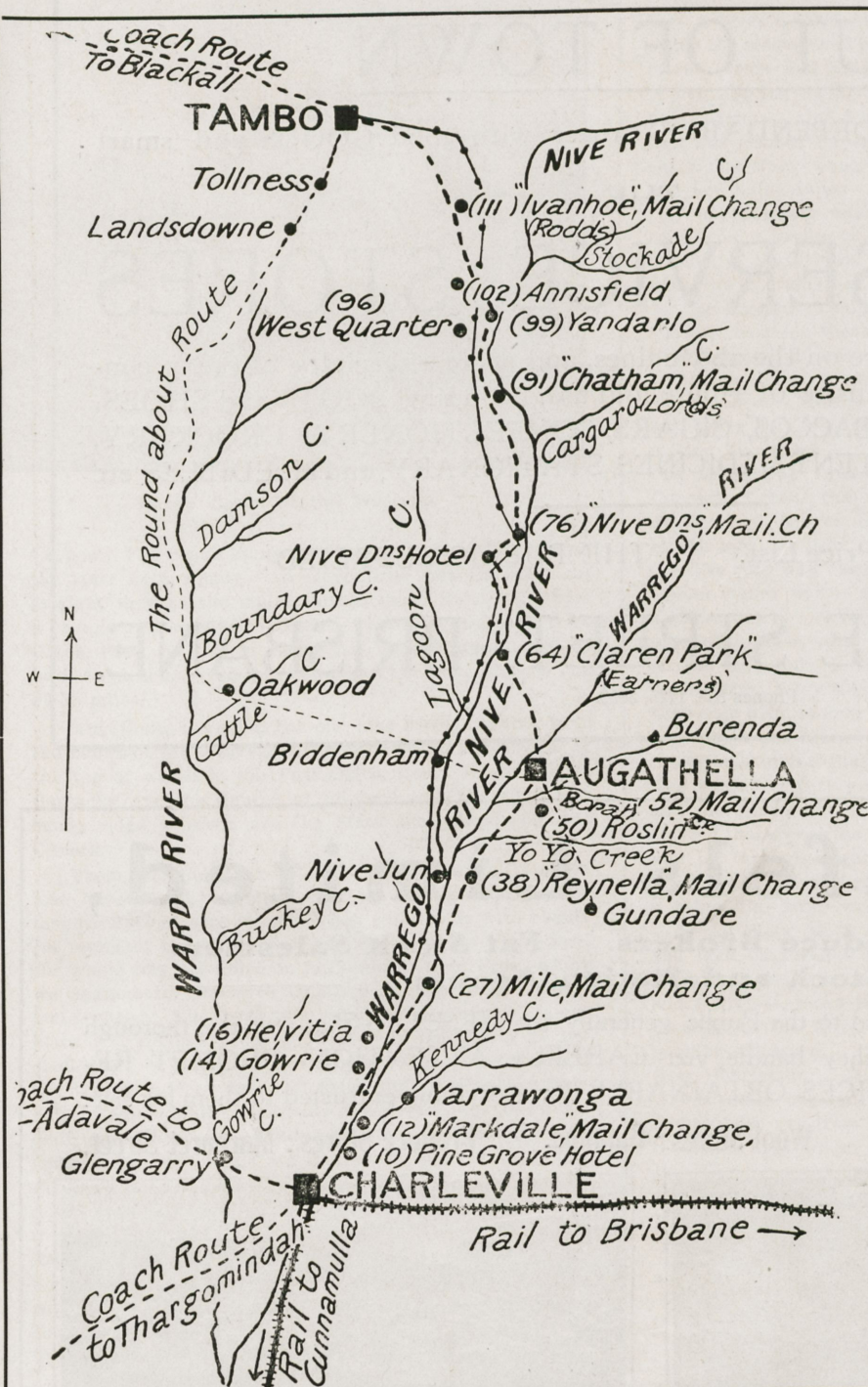
At G.P.O. Tuesdays and Fridays, 12.45 p.m.; Parcel Mail an hour earlier.

PARCELS.

Parcels for Biddenham, Burenda, and Oakwood are left at Augathella.

Parcels for Landsdowne are left at Tambo.

We run two coaches over this Route—One 14 passenger, with 7 horses; and One 8 passenger, with 5 horses.



OUT OF TOWN

YOU require a really **DEPENDABLE** Grocer with good **GOODS** and smart delivery

THE CIVIL SERVICE STORES

are always at your service on the above lines, and make a specialty of every conceivable article and requisite of Household use, including **BOOTS and SHOES, WINES, SPIRITS, TOBACCOS, CIGARS, CONFECTIONERY, CROCKERY, IRONMONGERY, PATENT MEDICINES, STATIONARY,** and all **EDIBLES** etc

Send for Price List.

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Wool and Produce Brokers. Fat Stock Salesmen.
Stock and Station Agents.

Offer to their constituents and to the Public generally the **RESULTS** that attend a thorough knowledge of the business they handle, viz:- **CAREFUL ATTENTION—PROMPT RETURNS,** and the **BEST PRICES OBTAINABLE** for everything entrusted to them for sale.

Head Office: Creek Street.

Wool Stores: Bulimba.

Produce Stores: Margaret Street.



Hide and Skin Store.



Paddock for Stock, Enoggera.



Tambo Coach at the Warrego.

7.0 p.m. The coach lamps are now lit, and we start with the stars as company. An eleven-mile run, the road cut straight through the mulga, brings us to Reynella, where a change of horses are waiting. There we ford the Yo Yo Creek, then, further on, Alma and Burada creeks, and on into Augathella, arriving there at 11.0 p.m., after a run of 52 miles.

Augathella township has one long street running from the banks of the Warrego River up a red, stoney ridge, on the top of which is the Post Office, Court House, Police Barracks, and the Church of England. On the right is a sandy ridge whereon are the State school and the R.C. Church.

From Augathella, 52 miles, to Claren change, 12 miles, and Nive Hotel, 12 miles further, through gidyea and myall. Beyond here is open black soil downs with beautiful views of the Nive River, which is on our right hand the whole way; 15 miles on is Chatham, Lord Bros., where we again enter timbered country, passing West Quarter and Ivanhoe. The track then runs over rich chocolate and black soil ridges, giving knowledge in its wealth of Mitchell grass on these rich downs, over which, at many points, the traveller looks for a hundred miles. Passing Turnbull's Tambo Station suddenly the coach runs down the main street of Tambo, pulling up at the picturesque Post Office, where the mails are delivered. We put up at Mr. Coogan's hotel, where the stables are. We are now 126 miles from Charleville. Tambo is a bright healthy township, built on a gravelly ridge alongside the Barcoo River. The township is supplied with water from the bore, the surplus water running through the town by roadside channels and on into the river. Cobb and Co.'s coach then returns to Charleville, but a coach goes on from Tambo to Blackall, 75 miles distant.

Leaving Tambo the next morning at 6.0 a.m., the road runs down the side of the Barcoo River, through open country lightly timbered with myall, to Greendale stage, 18 miles, where horses are changed. Open country is then traversed, and we cross the celebrated racecourse plain, where in the early days the people of Tambo and Blackall and the surrounding station, used to meet once a year and

have a week's carnival of horse racing; for weeks afterwards the blacks used to be there finishing up the remnants of the tucker and grog.

Of the old days "Sketcher," in the "Western Champion," writes:—One fine morning we packed up our carpet bag, and started for the then terminus—the Comet. The coach fare from Comet to Blackall was £10, and every meal and bed half-a-crown—and the journey occupied six days. Our impedimenta was confined to 14lbs. each, as owing to no coach having run for a fortnight there was quite a number of passengers. The coach was the connecting link with the old pioneers of the district—it conveyed mails for Springsure, Tambo, Blackall, Aramac, and all the stations between those places, and also for the far west. Still the mail did not equal in bulk one of Charlie Plumb's loads from the railway to the post office at Barcaldine on mail days. And, don't forget it, the people were a very easy-going lot, too; there was no fevered rush for mail matter like there is to-day. The coach actually spelled the Sunday at Tambo, and spelled another Sunday at Cooper's Creek, the old J.C. waterhole it used to be called; and it was of little moment if a mail was a month late out back.

The road now rises away from the Barcoo across open rolling stoney downs and black soil ridges; Mount Ennis-killen country. A very fine view is obtained from the top of these ridges, and particularly of a range of curious shaped mountains in the distance on our right. The road again turns in towards the Barcoo through country lightly timbered with swamp gums, and we pull up at the half-way house for lunch. Again, we turn off the main road into Northampton Station, where we again change horses. The station is very prettily situated amongst shade trees, and there is a very fine bore stream flowing past. After leaving there we cross the Barcoo River at a steep crossing and on through a gate on to the main road, where we strike open downs again. In the distance, on the top of a ridge, the large woolshed stands out against the skyline. La Plata (G. T. Cullen) is our last change of horses, and then on through timbered country, mostly baumia, we turn into the main street of Blackall, pulling up at a small, low-set, mean Post Office, to deliver the mails, and then on to the Royal Hotel, where the stables and the booking office are. This makes the total run of 214 miles from Charleville. The town is supplied with bore water, which comes out very hot from the pipes. The railway having been run from Jericho, on the Central line to here, the coach does not go any further. A few years ago Cobb and Co.'s coaches used to run on to Barcaldine, and another coach to Jericho.

CUNNAMULLA.

FROM Charleville the railway line goes Southward to Cunnamulla, 121 miles, a distance of 604 miles from Brisbane, keeping to the left bank of the Warrego River the whole way. The country is all open downs, with belts of brigalow, mulga, boree, sandalwood, etc., great areas of red, black, and sandy loam, heavily grassed these good seasons, at others with rich herbage of high fattening quality. There is little natural surface water away from the river—a few lagoons and waterholes; but great expenditure has been made on dams and artesian boring, and an almost unlimited water supply is obtainable at almost any part. One of the sights on

Smith Motor Wheel.



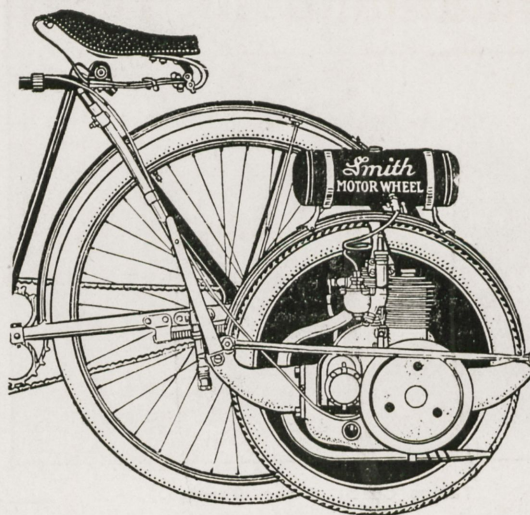
PRICE £25. Terms if Required.

A most perfect piece of mechanism beautifully finished and thoroughly reliable.

NEW SHIPMENT JUST ARRIVED.

Book orders early to avoid disappointment.

Remember—4 to 20 miles per hour—120 to 130 miles per gallon of Benzine.



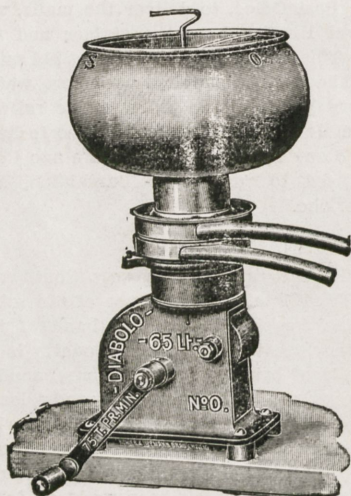
'Zonoma' Motor Oils and Greases

Don't think that there is no better oil refined than that which you are using. Try our 'ZONOMA' OILS side by side with any other oil and you will find you will have a Cleaner Engine, Cleaner Sparking Plugs, less Carbon, and your car will Pull Better, especially on hills.

Obtainable from ALL Storekeepers and Garages throughout Queensland.

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Make Your Own Butter.



Buy a No. 0—15 gallon Diabolo Separator.

Price - £6 10 0.

To the man who has only one or two Cows this is the ideal separator, and in conjunction with our all steel 5 quart Churn at 45/-, one can make their own butter at home.

Diabolo Separator Co., Ltd.

114 EDWARD STREET, BRISBANE.

Cunnamulla to Thargomindah.

Mail Service
No. 45.

Cunnamulla to Thargomindah
135 miles.

FARES AND FREIGHTS.

Cunnamulla to—

	£	s.	d.	p.	lb.
Kahmoo	..	0	7	6	$\frac{1}{2}$ d.
Moonjaree	..	0	12	6	$\frac{1}{2}$ d.
Glenara	..	0	15	0	$\frac{1}{2}$ d.
Eulo	..	1	5	0	1d.
Bingara	..	1	17	6	$\frac{1}{2}$ d.
Dynever	..	2	10	0	$\frac{1}{2}$ d.
Lake Change	..	3	0	0	$\frac{1}{2}$ d.
Thargomindah	..	3	10	0	3d.

Box Seats.

Cunnamulla to Eulo	..	2	6
Cunnamulla to Thargo	..	5	0
Eulo to Thargo	..	2	6

PARCELS.

Parcels received in Cobb's Brisbane Office, at 3d. per lb. for any place on this Map, on Tuesdays and Fridays, up to 12.30 p.m.

TIME TABLE.

Leaves Cunnamulla, Sundays and Thursdays, 6 a.m.; arrives Moonjaree, Sundays and Thursdays, 10 a.m.; arrives Eulo Sundays and Thursdays, 2.30 p.m.

Leaves Eulo, Sundays and Thursdays, 3 p.m.; Arrives Yowah Crossing, Sundays and Thursdays, 4 p.m.; Arrives Thargomindah, Mondays and Fridays, 5 p.m.

RETURN.

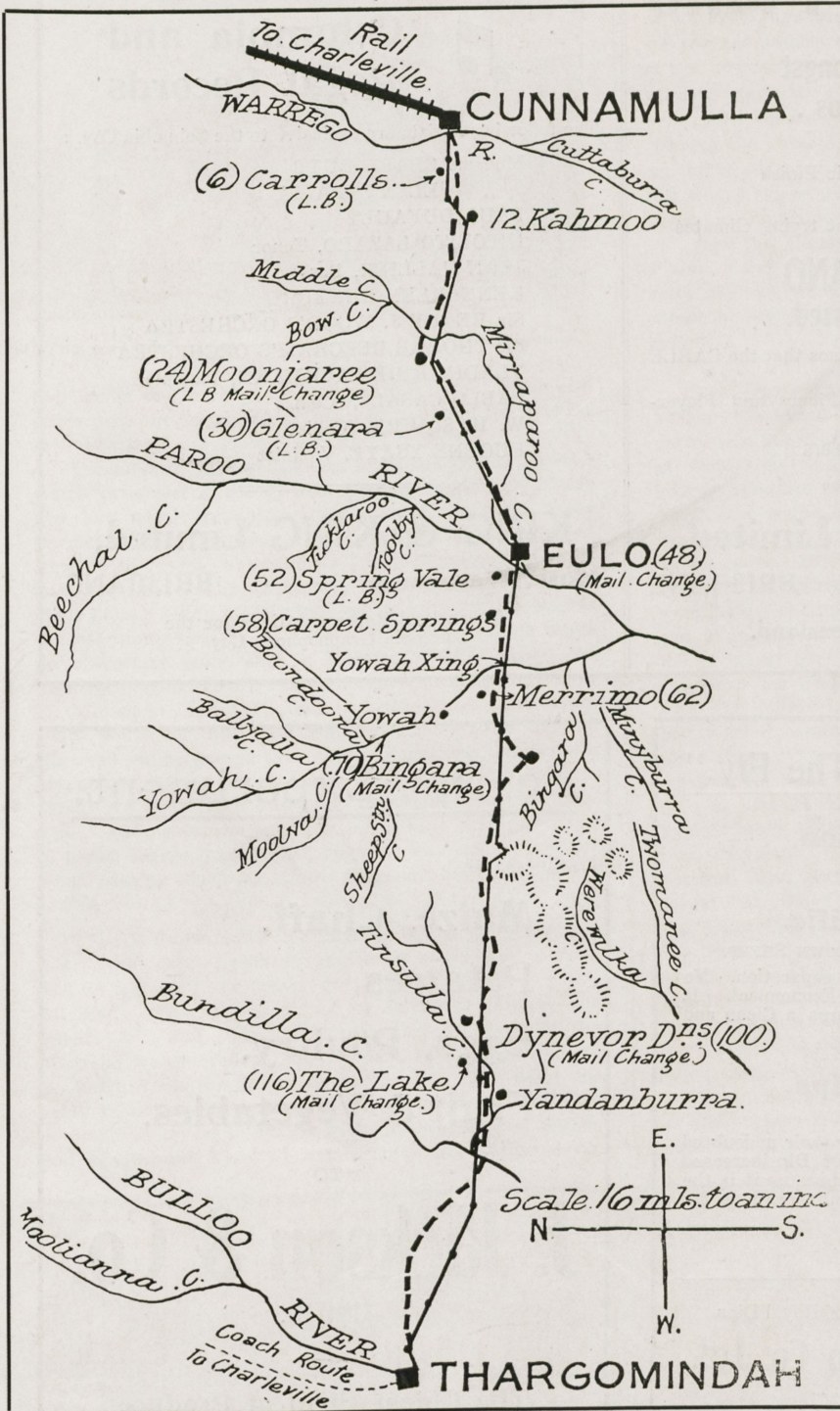
Leaves Thargomindah, Saturdays 4 a.m. and Tuesdays, 6 a.m.

Leave Yowah Crossing, Saturdays 6 a.m., Wednesdays 8 a.m.; Arrives Eulo, Sat., 7 p.m., and Wednesday, 9.0 a.m.

Leaves Eulo Sundays 9.30 a.m., and Wednesdays, 9.30 a.m.

Leaves Moonjaree, Sundays and Wednesdays, 2 p.m.; Arrives Cunnamulla, Sundays and Wednesdays, 6 p.m.

Mail closes at Brisbane Post Office on Tuesdays and Fridays at 12.45 p.m. Parcel Mail closes an hour earlier.



A 14 Passenger Coach and 7 horses, and an 8 Passenger Coach and 5 horses on this line.

Why walk when you can get a first-class Bike from Cobb's for £9.

The CABLE Piano

**Ranks FIRST amongst
High Grade Pianos . .**

For Purity and Brilliance of Tone
For Solid Construction and Artistic Finish
For Sterling Value
For Standing Qualities in the most trying climates

**The CABLE PIANO
cannot be surpassed.**

It is when compared with other Pianos that the CABLE shines.

The Company's output is 20,000 Pianos and Player-Pianos per annum.

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Music Warehouse — BRISBANE
Sole Agents for Queensland.

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**Columbia and
Regal Records**

The following Artists are exclusive to the Columbia Coy. :

Madame CLARA BUTT
„ ELSA STRALIA
PAUL DUFAULT
HIPOLITO LAZARO, Tenor
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KENNERLEY RUMFORD
Sir HENRY J. WOOD'S ORCHESTRA
Sir THOMAS BEECHAM'S ORCHESTRA
VLADIMIR DE PACHMANN, Pianiste.
PABLO CASALS, 'Cellist
W. H. SQUIRE, 'Cellist
EUGENE YSAYE, Violinist

KING & KING Limited,
Music Warehouse — BRISBANE
Queensland Representatives for the
Columbia Graphophone Coy.

It Pays to Attack "The Fly."

Royal Fly Poison.
THE LASTING POISON.

Royal Fly Specific.

FOR THE TREATMENT OF FLY-BLOWN SHEEP.
A perfect Chemical Composition. No separation. No dilution. Its concentration makes it Economical. It can be applied as desired and ensures a Clean and Healthy Healing.

Royal Sheep Dips.
POWDER AND LIQUID.

These Dips have gained popularity by their undoubted merits. They have also saved users of Dip increased costs. Woolgrowers use Royal Dip because it is the equal of the world's production. Further, it is far cheaper, and it is

AUSTRALIA'S DIP.

Manufactured by the Proprietors of Royal Dips,
Australasian Sheep Dip Co. Ltd.,
18 Bridge Street, SYDNEY.
123 Charlotte Street, BRISBANE.

Do Not Experiment.

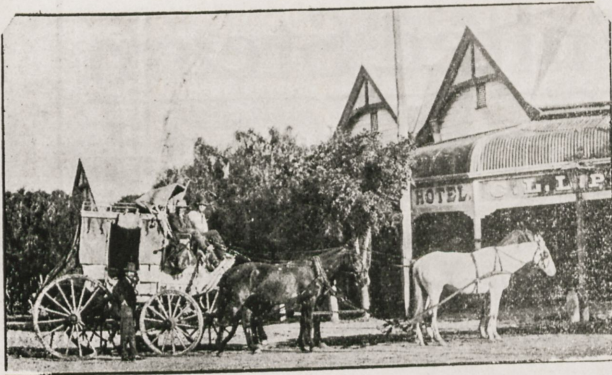
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**Maize, Chaff,
Potatoes,
Eggs, Poultry,
Fruit & Vegetables.**

TO

J. Jackson & Co.
LIMITED.

**The Oldest Firm of Produce
Auctioneers in Brisbane.**



The Thargomindah Coach at the Club Hotel, Cunnamulla.

the line is the wealth of water pouring out in great cascades from the Coongoola artesian bore, one of the deepest in Queensland and among the largest flows.

Cunnamulla is a well set-up town bowered in foliage, which progressive public men planted but a few years ago, and which now makes ornamental the town. This town is supplied with water from an artesian bore, drilled close to the town, which yields 7,000,000 gallons per day, and has good baths adjacent. There are three banks, eight hotels, many stores, four motor garages, for this is a great motor centre, the various businesses which make up a Western town, and an excellent weekly paper, the "Warrego Watchman." The churches include the C. of E., Methodist, and R.C., and it is the centre for many Clubs, including the South Warrego Jockey Club and the Warrego Picnic Racing Club. In war matters, Cunnamulla stands out as one of the brightest stars in the Empire. What has been done has been thoroughly and willingly done. Men, subscriptions, war loans have all been given in lavish degree, and in such splendid way that a stranger when passing along its streets takes off his hat in silent praise.

FROM Cunnamulla to Thargomindah is 135 miles, and the dawn a-glimmer saw us on board the big Cobb and Co.'s coach to take us over this great stretch of pastoral lands. Five horses pulled us spiritedly through the silent town, and swinging across the bridge over the Warrego we entered on the Western track, a journey to be finished on the following night. The flies were out early in no small numbers, making unpleasant any halt at mail box or gate. Plains with copse of gidyea, mulga, and sandalwood were all round us as we journeyed on,

the sandalwood a mass of glorious, coloured flowers. Curragh, W. Corral's homestead, was passed on the left at six miles, and over more wooded plains and billabongs we reached Cobb's change house at 24 miles. Here also is the homestead of Moonjaree, embowered in trees, a pretty picture, the property of Mr. T. J. Elliott, who holds some 1185 square miles of country hereabout. We drive through the gates of Moonjaree paddocks to Glenara, and on the 18 miles further run to Eulo, over sandy loam and low stoney ridges, with black and red loam stretches, breaking up a country which otherwise is poor.

Past the Glenara-Waihora gates we enter Farnham Plains, a fine area of country owned by Mr. B. R. Beresford, the well-known merchant of Eulo, into the single street of which township we entered as midday hunger called.

EULO.

Eulo, 48 miles from Cunnamulla, lies on the high left bank of the Paroo River, in which great waterholes keep a permanent supply through the longest drought, but which at flood time spreads for miles over the great plains broken here and there by low sandstone ridges. To the Northward is the famous opal district of Yowah, and one hears stories of fabulous returns in the nineties from the mines in that district, and busy times, indeed, at this the centre of all the trade. Teams by the score went out each week to the various mining centres, and the hotels of Eulo had a prosperous time. There are three stores in Eulo, the principal one, splendidly stocked with all manner of requisites for Western men, is owned by Mr. P. B. Beresford, the others by Mr. P. B. Copeland and Mrs. Gray, better known as the Eulo Queen, a bright body, quick and intellectual, whose reminiscences would be worth lengthened note. Near Mrs. Gray's store are the relics of the mud or pise Royal Hotel. Red cliffs of mud, like some ancient castle ruins, a rather startling picture on the Western landscape. The only hotel, the Gladstone, gave us comfort, Mrs. Hickling being as jolly a landlady as one would find. Then we travelled on, across the Paroo crossing, scarce six inches deep in water, and, following along the track, not far from where a long yellow water channel shows a three-mile stretch of the Paroo, pass through the country of the Mud Springs. Small and large light brown hillocks denote where the sub-artesian water breaks the surface of the ground, some swamp patches, others bubbling mud, evidence to me of aerial denudations of the surface in some great drought. This theory of denudation of the surface is further confirmed by the clay pans and other mud springs which are passed further on.



Views at Cunnamulla.

Australasian United Steam Navigation Company, Ltd.

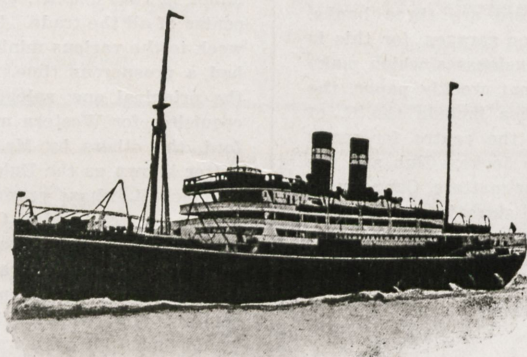
Head Office, MARY STREET, Brisbane.

Fast Passenger and Cargo Services round the Australian Coast and Fiji.

MELBOURNE-SYDNEY-QUEENSLAND SERVICE.—Weekly from Melbourne to Cairns via Sydney and Queensland ports by the steamers

"WYREEMA"	6338 tons.
"WYANDRA"	4058 tons.
"WODONGA"	2341 tons.
"ARAWATTA"	2114 tons.

SYDNEY-WEST AUSTRALIAN SERVICE.—Monthly from Sydney to Fremantle via Melbourne, Adelaide, and Albany by the Magnificent Twin Screw Steamer **"INDARRA,"** 9734 tons. This vessel has magnificent passenger accommodation, and also is fitted with Gymnasium, Verandah Cafe, Children's Nursery, Electric Light, and Swimming Bath, about 600 square feet, depth from 6 to 7 feet



FIJI SERVICE.—Monthly from Melbourne and Sydney to Fiji Ports by the Twin Screw Steamer **"LEVUKA,"** 6129 tons. The "Levuka" connects in Fiji with the "Amra," calling at the smaller islands in the Fiji Group.

BRISBANE-GLADSTONE-TOWNSVILLE MAIL SERVICE.—Weekly from Brisbane by the Triple Screw Steamer **"BINGERA,"** 2092 tons.

TOWNSVILLE-COOKTOWN SERVICE.—Weekly from Townsville by the T.S.S. **"KURANDA,"** 928 tons.

These two services afford the opportunity of Winter Tours to North Queensland, including the famous Barron Falls.

GULF OF CARPENTARIA MAIL SERVICE.—Three-weekly from Brisbane to Townsville, Cooktown, Thursday Island, Normanton, and Burketown by the **"ARAMAC,"** 2114 tons, or other steamer.

For Full Particulars of Fares, etc., apply to

Messrs. Macdonald, Hamilton & Co.,

MANAGING AGENTS, BRISBANE.

AND AGENCIES AT ALL PORTS.

Four miles from Eulo is the turn off, down the river to Hungerford. A thousand beautiful plumaged "budgeregahs," parroquets, fly through the coolibahs, and here and there the vivid, flowered yepunyah reflects the tints of the afternoon sun. "Springvale," the home of Mr. W. A. Hall, is near by a great clay pan, and after passing the Yowah turn-off and the mailman, Mr. Still, in his two-horse buggy, going over one of the loneliest tracks in the mail service in Queensland, we pass across other great waterlogged clay pans, fit evidence of some great drought, when wind swept away the surface soil miles in extent. Good shooting is here, ducks a-plenty, while kangaroos abound.

A wide bed with grey waterholes marks Yowah Creek; near by is Carpet Springs, Mr. Lewisham's grazing farm. To the left are great castle-like mounds of the mud springs, a mile or more is extent. Splendid supplies of water are obtained by boring or driving some 60 feet. At 62 miles is Merrimo, the property of Mr. L. P. A. Gardner, a pretty homestead on the roadside. Then, eight miles on we reach, when night has far gone, Bingera, or the Mud Huts mail change house, a relic of the first days of the far Paroo. Built of bush timber, saplings of gidyea were built in between the upright, and then the tenacious clay-like mud of the Paroo was pressed on to complete the walls, and the whole covered with roof of bark. The floors of the rooms were Nature's ground, but the mistress of the change house made us most comfortable, and, while I nursed baby—to the shame of a nurse

going Westward—set out an excellent meal, which was very welcome.

Grey dawn saw us once more on our way. A long stretch of open plains, mulga, and gidyea, small creeks, and long sandstone ranges, between which runs the road over low ridges, a wide gap eroded by heavy winds at drought times, and then, open red sandy plains and, 30 miles from Bingera we gladly reach Dynevor Downs Station, a small township, residence, store, telegraph office, blacksmith, and saddler's shops, etc., set on the edge of Tinsulla Creek, embowered in trees with an excellent garden and a great field of oats near by. No change was more welcome than after this 30 mile stretch, and the hospitality at afternoon tea from the wife and daughter Gladys, of the manager, Mr. A. S. Johnson, is a memory of pleasure to the writer.

Dynevor Downs is the property of Mr. Solomon (Sol) Green, of Melbourne, and with his other properties, Hutchinson, Tinderry, and Cowarra West, total 987 square miles. An area of open plains, gidyea, lignum, coolibah, and mulga, red soil ridges, and low sandstone ranges.

Here we changed into a "Shanghai," or miniature leather-sprunged coach, not so comfortable, but lighter, and soon, through the devious courses of the track through the water-hole creek, we reached that extraordinary expanse of water known as Dynevor lakes. Miles long, a great stretch of shallow fresh water, treeless, and banked with heavy sand, it marks a great clay pan, which was years ago formed in drought time, by the high prevailing winds

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Every Returned Soldier should become a member of the above League, which exists solely to benefit the men and dependents of the men who fought for the Empire.

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An early morning start from Thargomindah.

that at times, here in this South-western country, blow with hurricane force. It is a lonely looking place, seemingly without life, yet, I am told, as evidence of the lakes being a remnant of a great inland sea, flocks of sea gulls are here and breed. Ducks at times are in plenty, but two only appeared to my sight.

From here we rose to ridges which overlooked hundreds of square miles of open country Southward to where low ridges marked the distant sky line, and at 116 miles from Cunnamulla, drew up to the old Rising Sun Hotel, now the Lake Change House, near by one of the great lakes of this district.

A good meal was here served, and, the horses harnessed, we made a fresh start. A fine team of five brown horses were in the team this time. One, the middle leader, a promising colt, was taking his first service with Cobb and Co., and, after a short circus performance, took amiably to the collar and pulled to perfection, due no doubt to the serious talking and biting from his more experienced brothers.

From the Lakes to Thargomindah is 19 miles, low ridges followed by black and red loam plain. A heavy storm took us a few miles from our destination, and I was glad when the "Shanghai" bumped over the awful stone causeway across the Bulloo, and, climbing the banks, reached the lonely street which marks Thargomindah.

THARGOMINDAH.

Thargomindah has a population of about 100, a newspaper! and a good one, the "Thargomindah Herald," under the editorship of Mr. J. R. Tindale, the farthest out-back newspaper in Queensland. A post and telegraph office, hospital, State school with an attendance of 42, a branch of the Commercial Bank of Sydney, three stores, Messrs. Speedy and Co., Irvine's, and Morey's; racing, cricket, and tennis clubs, and two hotels, the Thargomindah and the Club. The town is reticulated from the artesian bore, which also drives the electric light plant which lights the town. It was curious to drive along the main street of this far Western town and see lamps aglimmer with electric light, and the stores and hotels illumined by the light the power for generating which came from the lower regions several thousand feet below.

The soil, in large areas, is magnificent, and some of the stations show splendid gardens and orchards of peach and plum, oranges and lemons, grapes and figs, which give handsome returns of fruit each year. The climate of

the district is dry and very healthy. In winter it is very cold, while summer heat rises to 110 degrees.

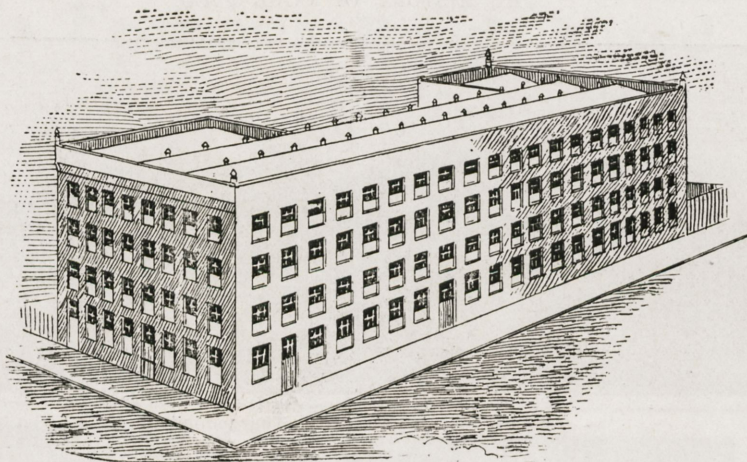
The Bulloo, or as it was first called, the Coorin Paroo, was opened up from Fort Bourke in the middle sixties, and Captain John Dowling, Sams, Hutchinson, Sullivan, and others are mentioned as the early pioneers. Dowling took up Ardoch station before Thargomindah station was formed. He also owned Fort Bourke, and on his way South he was murdered by a blackfellow at Currawinya Springs, on the track to Hoodsville, now Cawarra. For many years it had been surmised that toward Hungerford there was some permanent water. The blackfellows would not disclose the locality. By threat or cajolery Captain Dowling, it is believed, induced his blackboy to guide him to this unknown water. Frightened at what the tribe would do for this treachery, the boy in the night took a fire stick and killed his master. In the search for Captain Dowling the Springs were discovered and have since become a regular drovers' camping centre.

In the 70's and 80's and for many years after, residents on the Lower Warrego, the Paroo, and Bulloo received their supplies principally from Fort Bourke on the Darling, and coaches ran to that point, which is 70 miles South of the Queensland border, to which centres supplies were conveyed by steamer from Echuca, Victoria, and Goolwa, South Australia. Then the railway was extended to Charleville and Cunnamulla, and all the trade went to the Queensland line.

A visit of interest was that to the artesian bore. The Thargomindah bore was sunk on the Town Common, and completed to a depth of 2,650 feet on September 9, 1893. The principal water bed was cut at 2635 feet, giving a yield of 670,000 gallons each 24 hours, with a static pressure of 270 lbs. per square inch at the surface. The town was reticulated in July, 1895, and a three wire system electric light plant installed by March 31st, 1898.

Then we turned homeward, through miles long boggy road, for rain had set in which ended in floods all over this country. This made us late, and much of the journey to our first camping place, Bingera, was done in the dark. The driver piloted the team by some occult sense, for miles the fore horses' heads could scarce be seen. Then next morning just beyond midnight, by the moon's grey light we travelled to hospitable Dynevor Downs, and then over ridges and plains to dinner at Eulo, and past here

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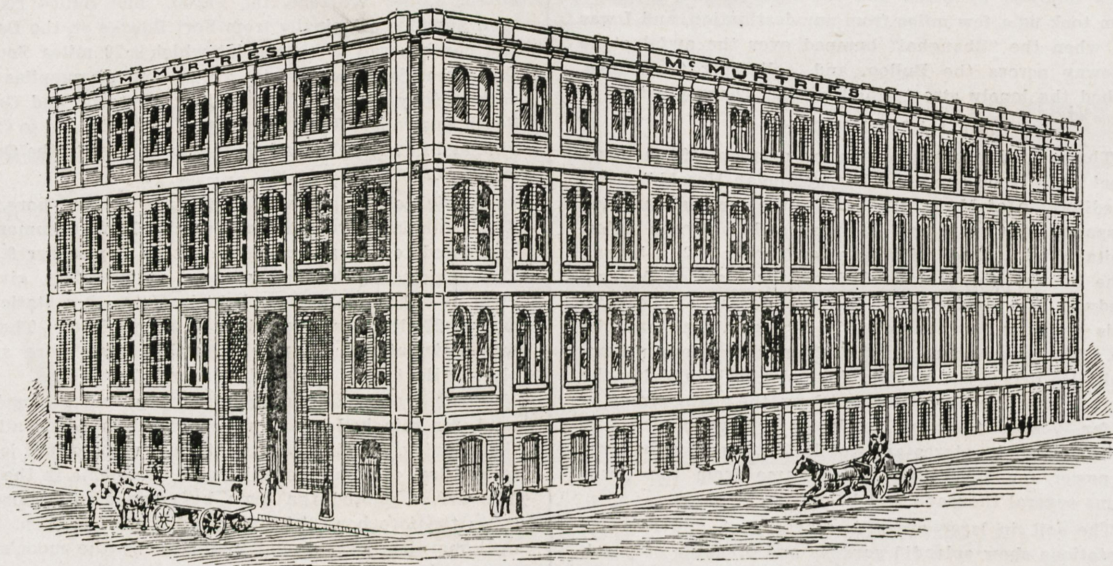
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Windorah, Winton and Muttaborra Coaches at Longreach P.O.

through the open downs hour after hour until near sundown, when Cunnamulla was reached, and a bath and dinner at the Club. It was a journey well worth taking, and the memory of this track will remain not unpleasantly with me in busier centres. Its clear air, the wide expanse of its plains and ridges, the curious mud springs, and the hospitality and good fellowship I met helped to make an otherwise tedious journey a charming trip.

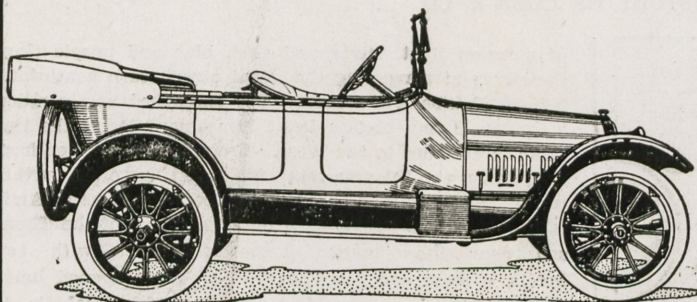
LONGREACH TO JUNDIAH.

This trip is in distance 154 miles, a two days' journey through some of the finest pastoral lands in Queensland—great open downs with patches of brigalow, gidyea, cypress pine and mulga. The banks of the Thomson River, fringed by clumps of the graceful coolibah and whitewood, are kept the whole way. The downs in good seasons is a waving panorama of Mitchell, Flinders, and blue grass, and the long waterholes of the Thomson a fisherman's paradise. On the river are ducks and water hens in plenty, while turkeys and quail offer good shooting on the plains. We leave Cobb's office near the Commercial as streaks

of morning light, silver and gold, blue and purple tinge the sky, and traversing the silent street, turn southward. Near the left bank of the river, Rio is reached at six miles, and then Blaina eight miles. Strathmore is off the line some three miles to the West. Ernestina is 14 miles from Longreach, and then we reach the mail change. A further run of 18 miles along an excellent road brings us to Arrilalah, old Forest Grove, on a long waterhole of the Thomson near the junction of the Darr River, with two hotels, a store and a police station. After a good lunch we travel on by a fine road past Beneras, Rosabelle, to McNally's well-known station Bandon Grove, and a short distance on reach Weeumbah mail change. Westlands, on Dry Creek, is the next station, and from here we go back to the river along practically a level road to Tocal, 60 miles from Longreach, and at the hotel a mile beyond we put up for the night. Five a.m. and we are again off over the plains. Sheep that have lazied it through the night bound away a thousand strong, the lambs a-bleating motherward. A camped team of wool wagons just showing life hail the coach a cheery "good day to ye." Bimerah is reached at 85 miles, and 25 miles on, passing Glenroy, we reach Stonehenge, on the left bank of the Thomson. A small township this, consisting of a store and hotel, blacksmith's shop, school, P. and T. Office, and police station. It is the centre for many important sheep stations, and a main stopping place for carriers and drovers up and down the Thomson River. We put up here for the night, and again at early dawn travel the track Southward over the downs. The road is still good, but some sandy and gravelly stretches show an alteration in the soil. A mail change near a great waterhole on the river, about 20 miles from Stonehenge, provides lunch, and then Corella Station is passed at 140 miles from Longreach. From here to Jundah, crossing Bostock Creek, is 14 miles, and we swing along the track by brigalow and great plains in splendid style, drawing up at the hotel as the sun is lowering over the distance of the plain.



Cobb & Co's Longreach-Jundah Motor Lorry.



BUICK DX45 TOURING.

6-Cylinder Touring Model - - £425

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For unalloyed pleasure and enjoyment, motoring in a **BUICK** is far ahead of any other mode of Travel.

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The North British Tyre Company ORIGINATED the "CLINCHER" DETACHABLE PNEUMATIC TYRE, and from the inception of Pneumatic Tyres they have been perfecting their products.

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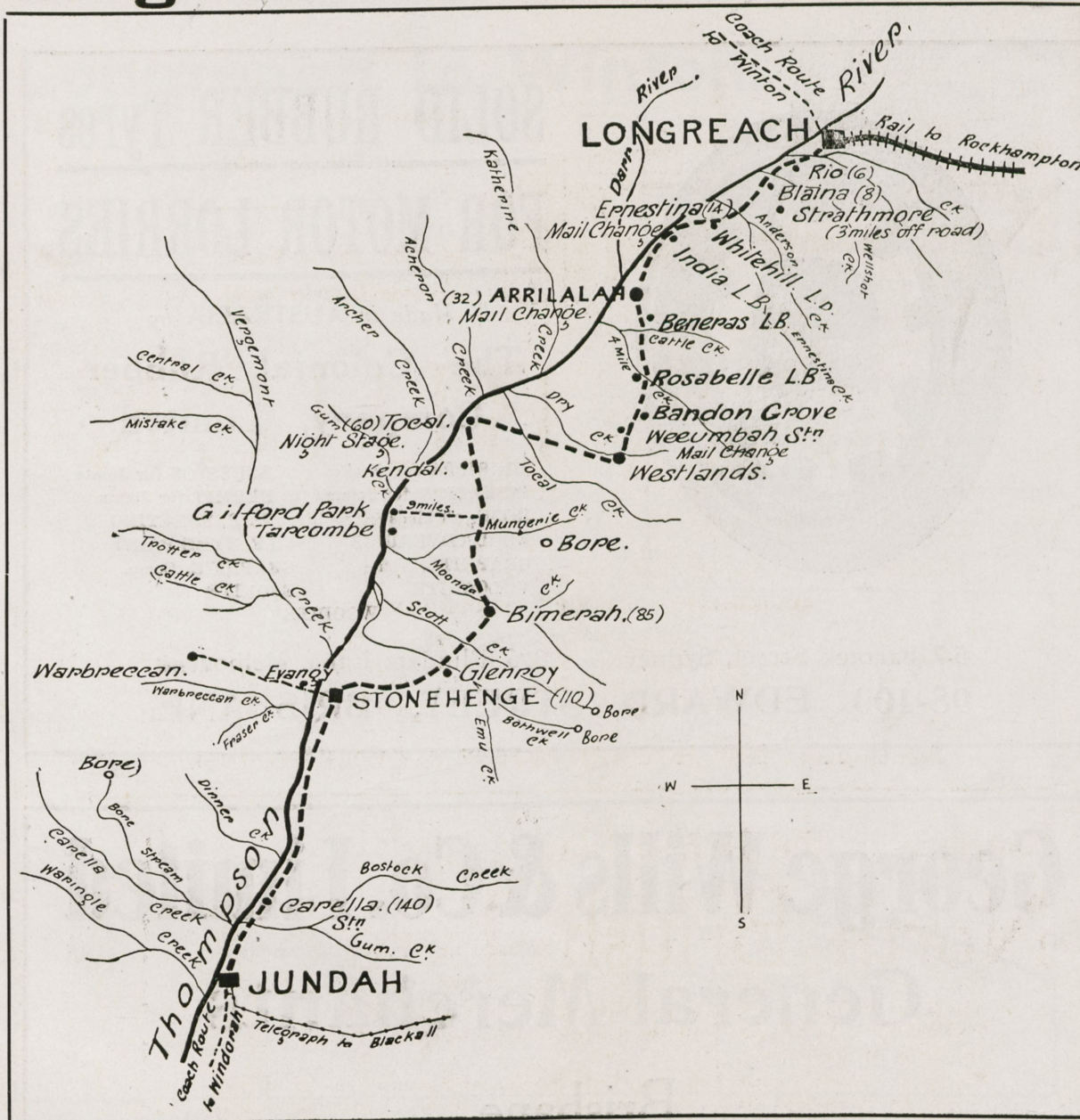
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Longreach to Jundah

Mail Service
No. 439.



Longreach to Jundah, 154 Miles

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Longreach to—	£	s.	d.	per lb.
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Arrilalah	0	12	6	3d.
Rosabelle	0	12	0	1d.
Bandon Grove	0	17	0	1d.
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Tocal	1	0	0	1d.
Bimerah	1	5	0	1d.
Glenroy	1	10	0	1½d.
Stonehenge	1	15	0	1½d.
Carella	2	0	0	2d.
Jundah	2	10	0	2d.

Box Seats, 2/6 extra.

TIME-TABLE.

Leaves Longreach Sunday	5 a.m.
Arrives Arrilalah Sunday	11 a.m.
Leaves Arrilalah Sunday	Noon.
Arrives Bimerah Monday	11.30 a.m.
Arrives Stonehenge Monday	5 p.m.
Leaves Stonehenge Tuesdays	5 a.m.
Arrives Jundah Tuesdays	3.30 p.m.

RETURN.

Leaves Jundah Wednesdays	5 a.m.
Arrives Stonehenge Wednesdays	5 p.m.
Leaves Stonehenge Thursdays	5 a.m.
Leaves Bimerah Thursdays	9.30 a.m.
Arrives Arrilalah Thursdays	9 p.m.
Leaves Arrilalah Fridays	5 a.m.
Arrives Longreach Fridays	Noon.

Fourteen Passenger Coach and 7 Horses on this line.

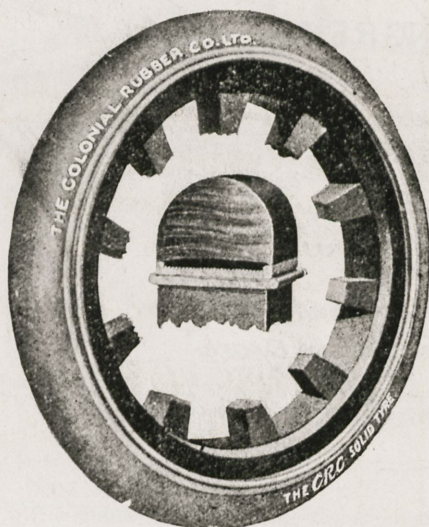
PARCELS.

Parcels, etc., received in our Longreach and Jundah offices for any place on this Map.

Mail closes at G.P.O., Brisbane, on Thursdays, 7.45 p.m.

MOTOR SERVICE.

When sufficient Passengers are booked, one of our 30 h.p. CADILLACS will run along this route. Fare—Longreach to Jundah, £3. Minimum load, 3 passengers. Special trips can be arranged any time.



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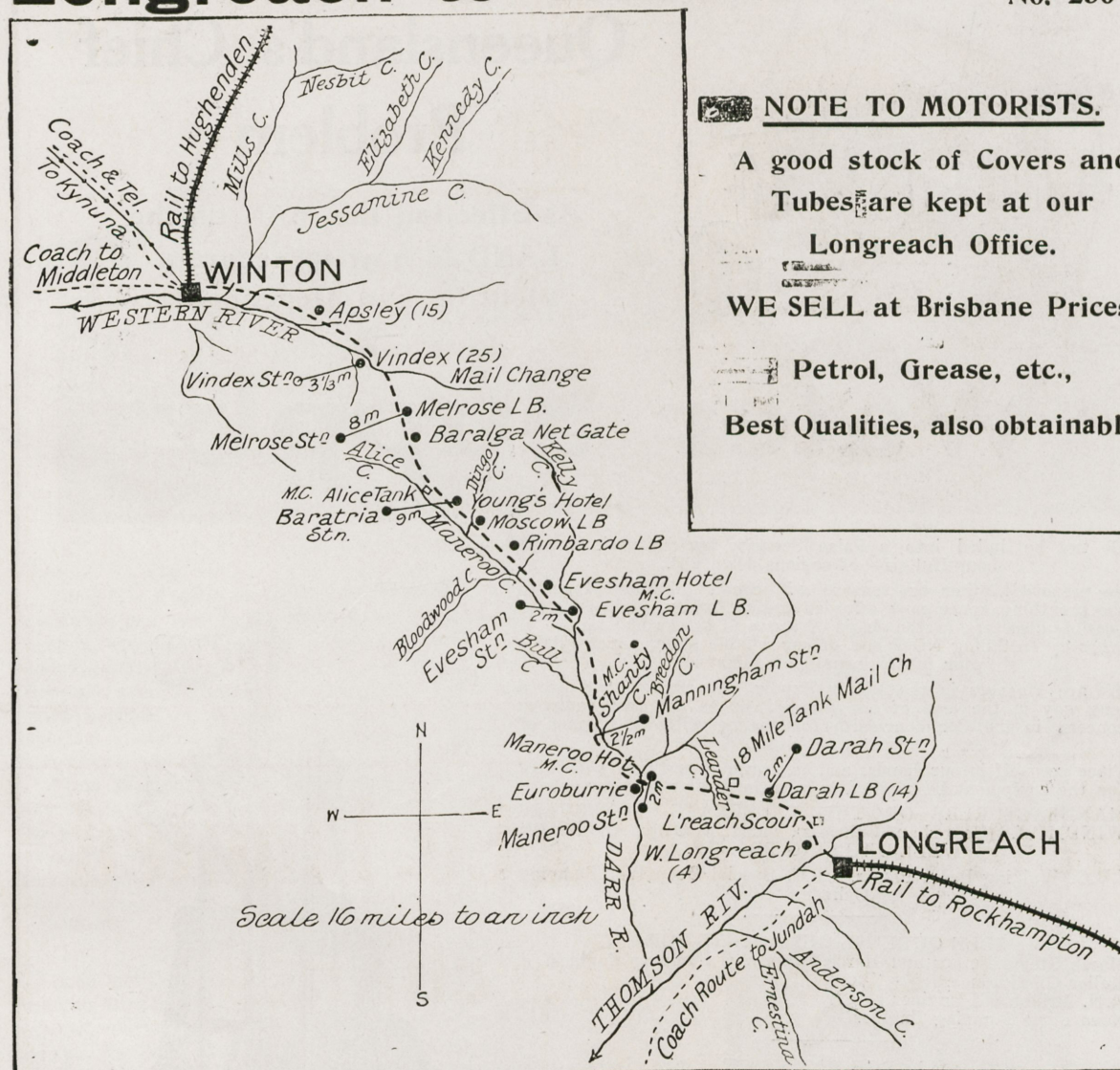
The most simple and effective Gate Fastener
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Wholesale Merchants Only

Longreach to Winton.

Mail Service

No. 250



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A good stock of Covers and Tubes are kept at our Longreach Office.

WE SELL at Brisbane Prices.

Petrol, Grease, etc., Best Qualities, also obtainable.

Longreach to Winton, 128 miles.

COACH FARES AND FREIGHTS.

Longreach to—	£	s.	d.	per lb.
Maneroo	0	7	6	1½d.
Manningham	0	12	6	1½d.
Evesham	0	15	0	1½d.
Moscow	0	17	6	2d.
Youngs	0	17	6	2d.
Bralga	0	18	0	2½d.
Melrose	1	0	0	2½d.
Vindex	1	0	0	3d.
Winton	1	10	0	3d.

Box Seats, 5/ extra.

TIME-TABLE.

Leaves Longreach Thursdays and Sundays	5 a.m.
Arrives Euroburrie Thursdays and Sundays	11 a.m.
Arrives Evesham, Thursdays and Sundays	4 p.m.
Leaves Evesham Fridays and Mondays	6 a.m.
Arrives Evesham Hotel Fridays and Mondays	9 a.m.
Leaves Evesham Hotel Fridays and Mondays	9 a.m.
Arrives Winton Fridays and Mondays	4 p.m.

RETURN.

Leaves Winton Sundays and Wednesdays	5 a.m.
Arrives Evesham Hotel Sundays and Wednesdays	Noon.
Leaves Evesham Hotel Sundays and Wednesdays	Noon.
Arrives Evesham Sundays and Wednesdays	3 p.m.
Leaves Evesham Sundays and Thursdays	3 p.m.
Arrives Euroburrie Sundays and Thursdays	9 p.m.
Leaves Euroburrie Mondays and Thursdays	5 a.m.
Arrives Longreach Mondays and Thursdays	10.30 a.m.

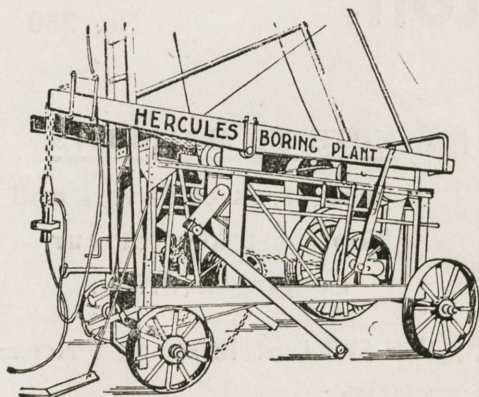
Our Service over this Route is one 14-Passenger Coach and 7 Horses, also one 11 Passenger Coach and 5 Horses.

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A fine 40.50 h.p. 1914 CADILLAC, a 30 h.p. 1911 Cadillac, and 2 1914 Hups. run in conjunction with the Trains.

MOTOR FARES.

Longreach to Winton £2. Fares to intermediate places in proportion. Special Trips arranged at any time.



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As affecting the MAN on the LAND is how to secure a Plentiful and Dependable

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Do not be lulled into a False Security by Nature's recent bountiful gifts of copious downfalls.

Be prepared! other dry seasons will come! take advantage of the breathing space now afforded you to fortify against future possible disasters in the shape of losses of stocks and failure of crops by Installing NOW one of our reliable plants which will be your future insurance against loss.

We are Pioneers in the Water Supply Department, and are a long way in the lead of our competitors as the best equipped concern in the Commonwealth for dealing with all manner of water problems.

Place yourself in our hands, and get prompt and free estimates for the equipment best suited to your particular requirements.

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I.B.C. Walking Beam Plants, I.B.C. Special Deep Well Pumping Cylinders.

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Pyramid Piston Pumps, Bulldozer Power Working Heads.
National Artesian Casing—The World's Standard Cas ng. National Pipe—Black, Galvanised and Steam. Wrought Pipe Fittings, Sheep and Cattle Troughing, and everything requisite for Water Supply Production, Conservation, and Reticulation.

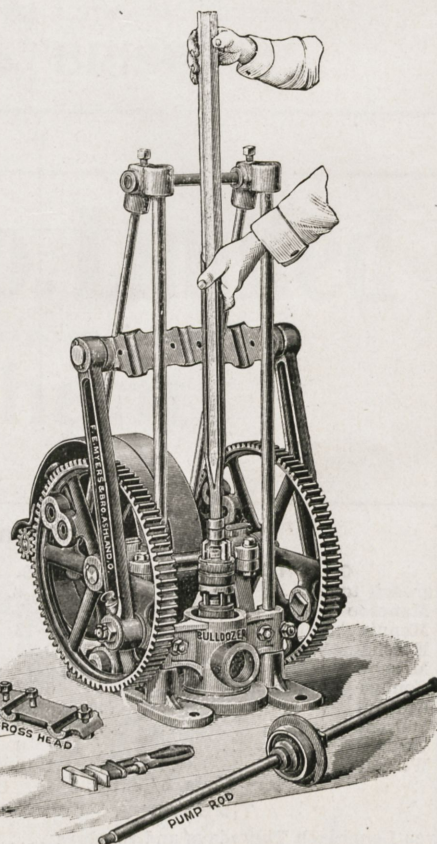
Intercolonial Boring Coy.

LIMITED.

Merchants, Engineers, and Contractors,

419-424 ANN-STREET, BRISBANE.

WORKSHOPS YEERONGPILLY.





Cobb's Coach at Winton Post Office.

Jundah is a postal centre of some importance and has two hotels and two stores, blacksmith's shop, saddlers', Post and Telegraph office, school, police quarters, and the Jundah District Hospital, which is held in high esteem. There are a large number of grazing farmers on the resumed portions of pastoral holdings, as well as some important stations, and it is considered one of the most prosperous centres in Queensland.

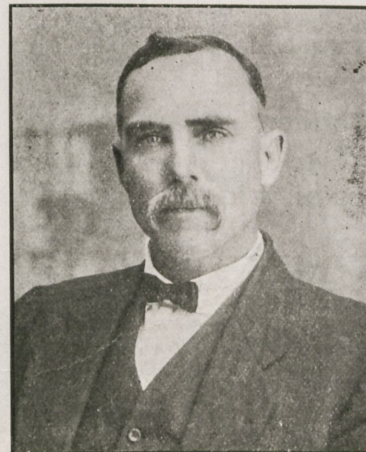
From Jundah the track goes Southward along the Thomson to Windorah, a distance of 60 miles, still through fine pastoral country, by Longford, seven miles from Jundah, Ellenvale, eight miles on, Galway Downs, 20 miles further, and McPhillamay's crossing on the Cooper to Windorah, seven miles on, a total journey of 214 miles from Longreach.

LONGREACH TO WINTON.

Cobb and Co.'s coach and motor car line from Longreach to Winton joins up the Northern and Central railway systems, and is a means of travel much used by commercials for doing the round trip from Rockhampton to Townsville, or vice versa, and for reaching such centres as Hughenden, Richmond, Cloncurry, etc.

Longreach is on the Thomson River, 428 miles by rail west of Rockhampton, and Winton is 368 miles by rail S.W. of Townsville, the distance between Longreach and Winton being 128 miles. The journey by motor car is

done in one day, or by coach in two days. The road is practically a level track the whole way, rolling downs, black soil flats, and low ridges of red gravel predominating.



Mr. E. A. Palmer, Road Inspector.

with belts of mulga, brigalow, gidya, whitewood, and along the creeks, coolibah trees, which, with occasional views over miles of beautiful downs, make the journey a most



Change Houses on the Longreach-Winton Track.

A.M.L. & F.Co.Ltd.

Australian, Mercantile, Land and Finance Co., Ltd.

(INCORPORATED A.D. 1863)

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Consign WOOL to Bulimba, PRODUCE to Roma Street,
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All Consignments are classed and valued by Experts.

Write for further information.

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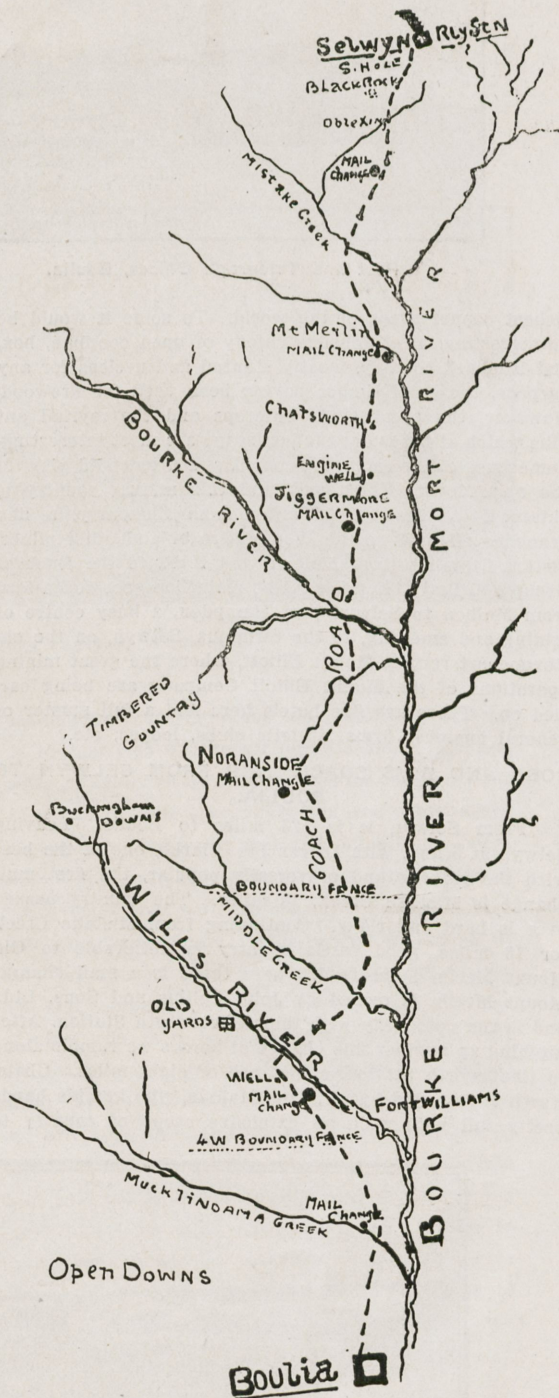
enjoyable one. The motor car service, which is timed to start soon after the arrival of the Rockhampton train, consists of a 30 h.p. Cadillac, and a 20 h.p. Dennis motor, is a most comfortable service, and, for those desirous of making the trip quickly, should be availed of. For those who are not in a hurry the coach trip could be used. This five-horse coach leaves Cobb and Co.'s office, piled up with luggage and usually a good passenger list, at 5 a.m. twice each week. The route is across the Thomson, and then, passing the Longreach Wool Scour, six miles out, it reaches the first change at the 18-Mile Dam. From here to Manaree Hotel, where we have breakfast, is about 12 miles. Here the road crosses the Darr River, which small watercourse it crosses several times before it reaches Evesham mail change, 58 miles from Longreach, all the way over almost level track, black and red loam, and gravelly ridges. Few are the calling places, although the number of gates to be opened are many. The change house is a most comfortable place, and I was never better served. Coach passengers stay here for the night and make a start again at very early dawn. Pleasant it is in summer time, for a cool wind comes over the plains and the crisp air makes travelling most pleasant. In winter time 'tis a bitter wind one has to face (ice in the buckets) and one gathers overcoat and rug tightly round, when, after a good breakfast the coach, in cathedral gloom, swings on its Northward journey. Two miles beyond the change Evesham Hotel, on the track side, is passed. From a high ridge overlooking to the West, are seen miles of undulating country, marked in the distance by the rough country around Opalton, 50 miles away, where in the 90's wonderful discoveries of opal was made. Beautiful gems came from this rich opal field, and fortunes were made by many of the miners who, in thousands, rushed the field.

Beyond the hotel open downs are crossed, the track, just undulating, passing along the coolibah-bordered Manaroo Creek. Black soil flats and great open plains continue all the way. Vindex mail change and lunch is reached 25 miles from Winton, and, later in the afternoon, we cross the undulating plain and soon pull up, first at the Post Office to deliver the mails, and then at the North Gregory Hotel, near where is the busy office of Cobb and Co.

Winton is on Western Creek, which, like all these Western waters, is chiefly a string of great waterholes, except at flood time, when it spreads for miles over the plains, joining hands often times with some other stream 50 miles distant, making a sheet of water a hundred miles wide. The town is the centre of great pastoral holdings, and of the trade from much of the far west, and is a terminus of the railway line from Townsville. The town has a well built main street, with a large number of private residences adjacent, and a wealth of pepperina trees adds to its charm. There are two banks, a weekly journal, "The Winton Herald," eight hotels, and a full list of business concerns, with also three churches, several clubs, branches of various lodges and societies, and artesian water is laid on from a bore near the town, and there are excellent public baths.

CLONCURRY TO SELWYN AND BOULIA.

Cloncurry is left at 7 a.m., and Selwyn, or Mount Elliott, reached at 1 p.m.—a journey of 71 miles south by rail, through most interesting country and one of the



Selwyn (Cloncurry) to Boulia.



Post and Telegraph Offices, Boulia.

Burke River. Photos, P. W. Powell.

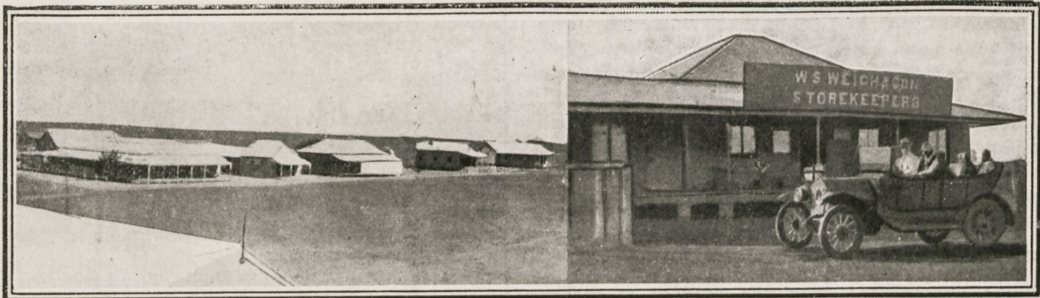
richest copper areas of the world. To some it would be uninteresting, as it consists chiefly of open coolibah, box, and ironbark country, mostly stunted and useless for any purpose, the chief timber having been used for firewood. However, the great stone outcrops and the myriad ant hills which at times dot the landscape are most interesting. Sometimes a low range is crossed and a splendid view of the open downs which surround this mining country is obtained. At Malbon, 32 miles from Cloncurry, a line branches off N.W. to the Wee McGregor and other mines, distant 31 miles from Malbon, and S.W., to the Duchess Group and Butru, 49 miles. The main line goes southward from Malbon to Selwyn past Hampden, a busy centre of mining and smelting, to the terminus, Selwyn, on the old Devoncourt run, at Mount Elliott, where the great mining operations of the Mount Elliott Company are being carried on. There are five hotels here and a full muster of general business firms, athletic clubs, lodges, etc.

COBB AND CO.'S COACH TRIP FROM SELWYN TO BOULIA.

From Selwyn it is 123 miles to Boulia. Leaving Selwyn at 5 a.m. with Driver Joe Clarke, one of the best with the ribbons and universally popular, the first mail change is Mistake Creek, 18 miles. The country passed over is hard and ridgy. Continuing from Mistake Creek for 18 miles, good cattle country is noticeable to Old Mount Merlin homestead, where there is a mail change. Mount Merlin is owned by John Collins and Sons, Ltd., and is run conjointly with their Chatsworth Station. After hitching up another fine change of horses we rumble along to Chatsworth Station, a distance of eight miles. Chatsworth is managed by Mr. Tom Malone, who has his hands pretty full with such an extensive scope of country to

supervise. Passing Chatsworth, Jiggermore is the next change. Jiggermore is the night change from Boulia end; good accommodation is provided at this change. Leaving Jiggermore the Burke River is crossed 70 miles from Boulia, and eight miles from that river Noranside is reached. Noranside is another property belonging to John Collins and Sons which Mr. T. Malone works in conjunction with Chatsworth. A fresh change of horses at the Noranside change and the trip is continued along the Western side of the Burke River. Passing through exceptionally good cattle country, the Fort William boundary is struck 10 miles from Noranside. Leaving the boundary fence we cross Middle Creek and Wills River, and arrive at Cobb and Co.'s fifth mail change, two miles from the Wills River crossing, at about 6 p.m. Here we put up for the night and are well catered for. Leaving next morning at 6 a.m. we roll along for Boulia, striking Mucklindamma Creek, a distance of 20 miles, where another change of horses is provided. No time is lost, and away we sail for Boulia, passing through good open downs country and arriving at Boulia at about 4 p.m. Mr. G. E. Lucas acts as Cobb's agent at Selwyn, whilst that responsibility at Boulia rests with W. S. Weigh and Son, storekeepers. The genial Ted Palmer, an old Cobb's driver and well-known all over Queensland, is Cobb's travelling road manager, and he visits this line often.

The Western country towns acknowledge the great debt of gratitude they are under to Cobb and Co. for their efficient coach services. The writer recalls the time during the 1901 drought when Cobb and Co. carried per parcel post practically all the supplies for Boulia and district, and many other Western towns have to thank Cobb and Co. for their food supplies during the same drought.



Photo, P. W. Powell.

Main Street.

Boulia.

Weigh and Sons' Stores. Photo, I. W. Owen.

Messrs. COBB & COMPANY'S

Coach and Buggy Building Branch,

CHARLEVILLE.



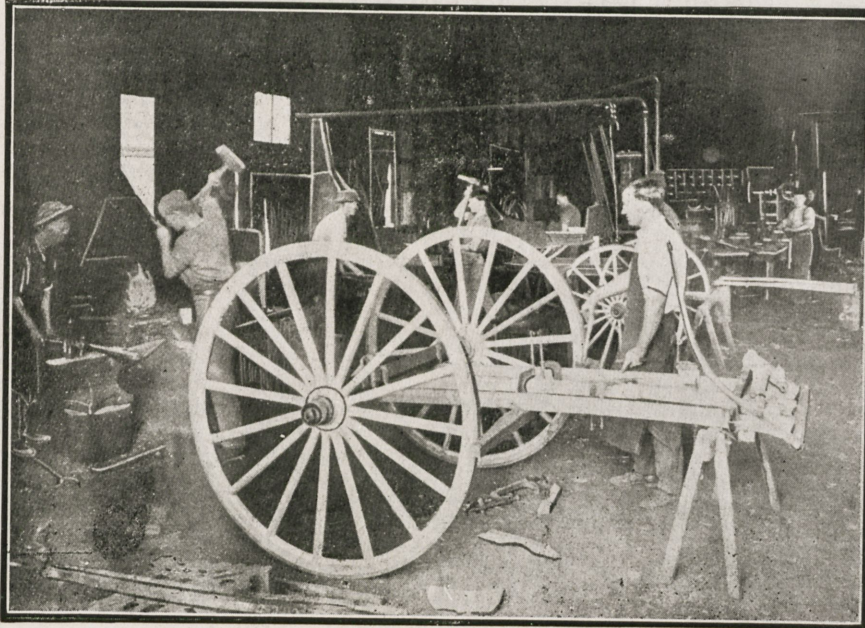
Cobb & Co's. Coach and Buggy Factory, Charleville.

A short sketch of our history in connection with manufacture of high-class road vehicles will no doubt interest you. We started manufacturing in Brisbane in the early 1860's for our own Coaching Business and the public generally. The great experience gained by actually using our own made traps for our own work will be readily seen and appreciated by you. We were able to personally and thoroughly test and prove every new design of construction, variety of timber, quality of paint and other material, and sift out all that were found wanting before introducing them in traps for the public. This system is still in force. As our coach routes extended out West we commenced to notice that our vehicles built with the coastal seasoned timbers would not stand the dry inland climate, they would crack and gape at all joints. This became so serious at last that we decided to move our Factory to a suitable inland locality, and after considerable thought Charleville, nearly 500 miles inland, was chosen, and our whole plant and equipment moved to there in 1886. We had another Factory in Bathurst, N.S.W., and the machinery and plant from there were also removed to Charleville at the same time, making jointly a substantial and up-to-date plant, and a greatly increased staff of expert workmen. The effect of this move was immediately apparent, for we purchased large stocks of timber and seasoned it in the same hot dry climate in which traps when built were used, and the result proved extremely satisfactory. We still carry big stocks of timber to make sure that only thoroughly seasoned wood gets into the vehicles, and that is why coastal built traps cannot compete with our inland seasoned make for lasting and enduring qualities. We have profited considerably by our over half a century's experiences, and are able to give you the full benefit of those experiences in any work you entrust to us. We feel sure we are able to give you a vehicle at a price as reasonable as one landed from a coastal builder, with the added advantages of containing thoroughly seasoned timber and being built with a full knowledge of the work required of it. We maintain it pays to buy the BEST.

TERMS—Deposit of £5 with each order, balance on delivery of trap, unless otherwise arranged. All prices are nett delivered at Charleville.

Write for our illustrated catalogue. Cobb & Co., Ltd., Brisbane and Charleville.

The Forge and Blacksmithing Section of our Charleville Factory.



Length, 90ft.
Breadth, 28ft.

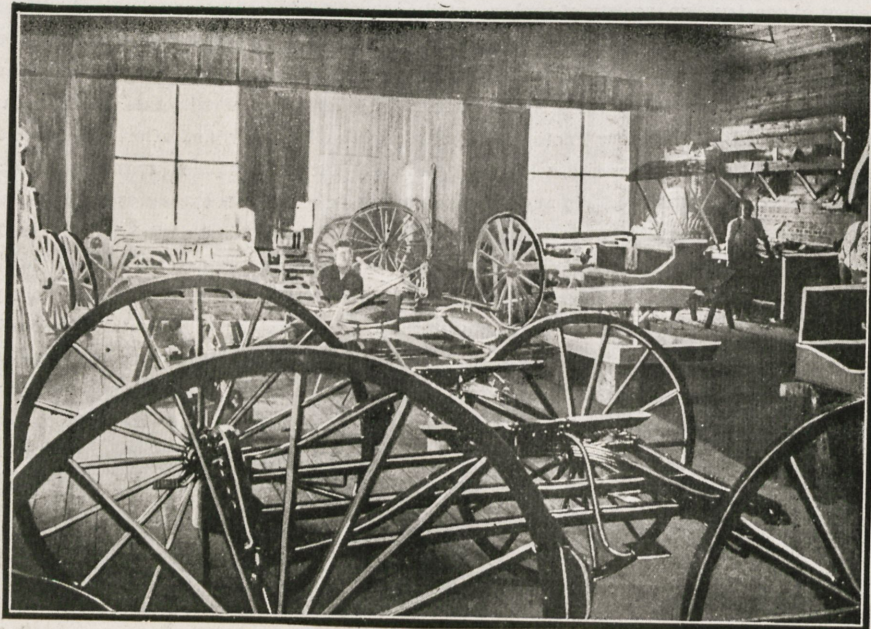
Our
Blacksmiths
select and
pick over the
steel and iron
so that no
faulty pieces
will get into
a trap.

We instruct
them to do this
as we have
our splendid
reputation
to live up to.

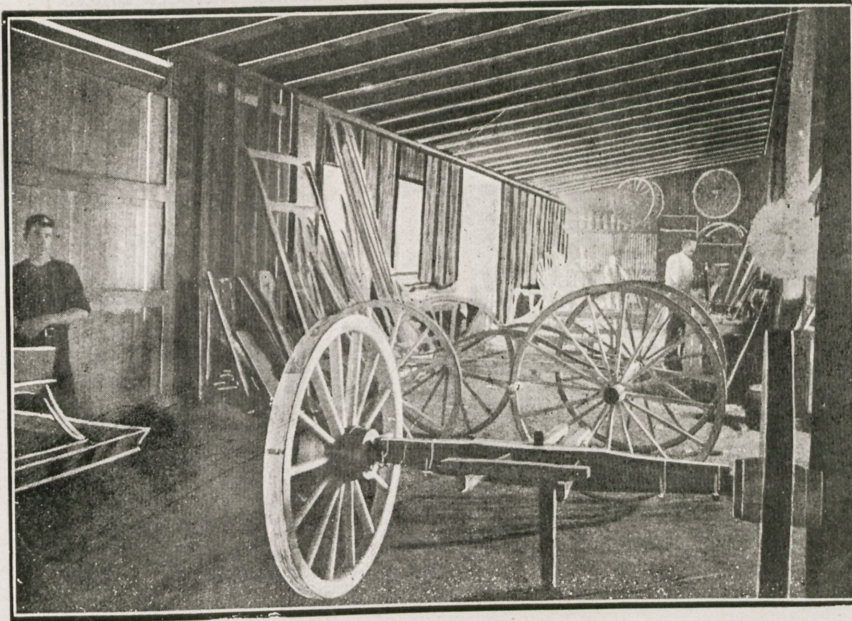
Painting and Trimming Sections.

Length 56ft.
Breadth 38ft.

We buy the
most
excellent
painting
material on
the market,
and that is
one of
the reasons
we have
earned such
a wide
reputation as
trap builders
and
finishers.



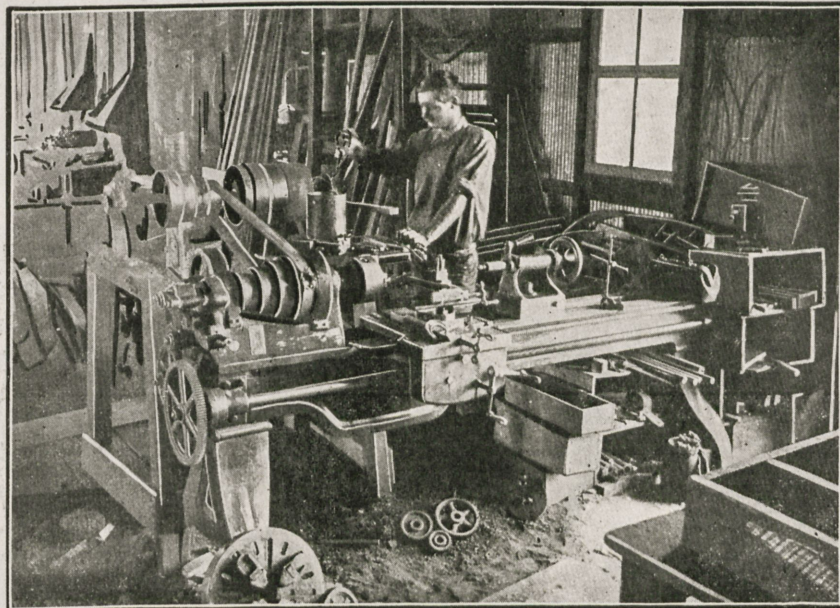
Wheel and Bodymaking Section of our Factory at Charleville.

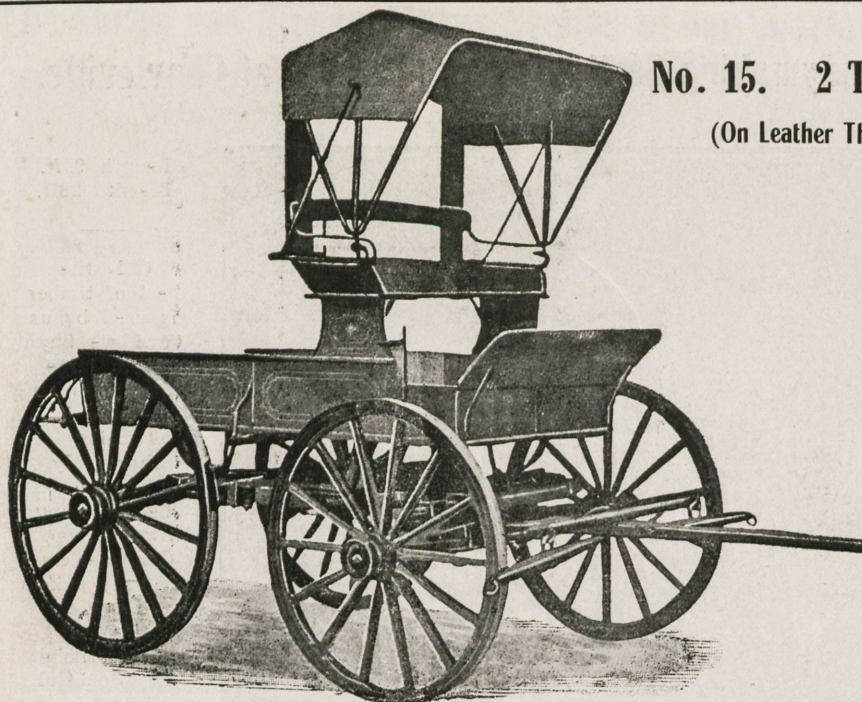


Length 90ft.
Breadth 28ft.

Only the best of timber is used by us and we buy it in large quantities to ensure it being thoroughly seasoned before being worked up. Our wheelers and body-makers will use only the best matured timber any doubtful stuff is thrown aside.

One of our expert mechanics is seen manipulating this piece of up-to-date machinery.





No. 15. 2 Ton Waggonette

(On Leather Thorough Braces.)

Futchel Pole.
2½ in. Tyres.
Strong Brake.
Good Large Roomy
Body.
Projecting
Footboard, Hood.
Will Carry Two
Tons.

A Good, Strong,
Reliable Vehicle.

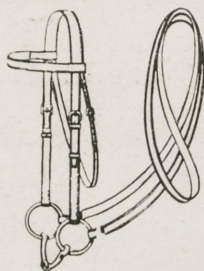
No. 1. Best Abbot Buggy.

White or Khaki
Canvas Hood,
lined with Cloth.
Long Distance
Axles.
Pole and Body
Brake.
Trimmed with
Buffalo Leather.
Either Sarven or
Wood Hub Wheels.

The Best Buggy
built in
Queensland.

Only
Perfect Materials
used.

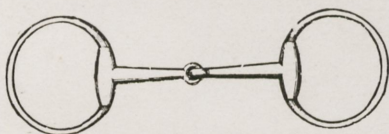




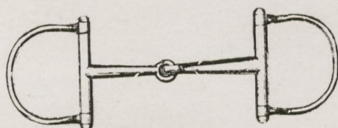
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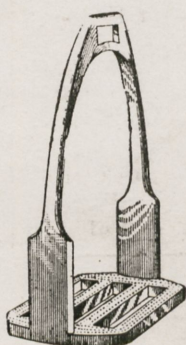
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No. 1183.

We Chat With *The* man on the land

Continued from page 2 of Cover.

Now about Leather Goods. We supply anything, and everything, made from well tanned Leather (our own). Leather that will wear well and give you service, made up and finished by the best craftsmen in the trade. No matter whether its Leggings, Bridles, Bags, or Trunks. We can just beat the other fellow on value.

Whips! Well, you have of course heard of the "Great West" Thong. It's the Stockman's pride. The 'Great West' is our make, and we are proud of it too.

In another Department we come to Bits, Stirrups, Spurs, and all the little sundries required by the man on the land. Hundreds and hundreds of styles, patterns, qualities and varieties to suit every taste and every pocket.

Perhaps you've heard of "New-mills." Haven't you? It's a new metal, the colour of steel and nearly as tough—and absolutely rustless. Yes, it's a fact. It's a wonderful metal, and you need to see it to welcome it. It's ideal for Bits and Stirrups. We've got them.

Then we come to the Gear Department. Here we find every kind of Hame and Chain ever used. Here you find "Emu" Chain, the chain that is man made and dolly welded, the highest grade trace chain made, every pair Admiralty tested before leaving England. Remember this when ordering Chain.

Horse shoes, Nails, Sulky Wheels, Shafts, Seats, Bodies, Paints and Varnish. Yes, we stock them all. A visit to our store is a revelation to most folks, and a sound investment of time. We are quite central—next to the Stadium in Charlotte Street. You can't miss us.

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"No sand too deep."

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Ask us for Full Particulars of the Master Six

THE MITCHELL

Built in a model Factory by the greatest efficiency expert. Contains 32 features other Cars have not.

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ADELAIDE ST., BRISBANE.

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at these ATTRACTIVE PRICES.

FORD	<u>SINGLE SEATER</u>	£185.
FORD	<u>TOURING MODEL</u>	£195.

